

MASON'S
DELICIOUS
OK.
SAUCE.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.



No. 21,894 號肆拾玖百捌千壹萬式第 日壹初月捌辰戊 HONG KONG, FRIDAY, SEPTEMBER 14th, 1928. 伍拜禮 日肆拾月玖年八廿百九千壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1		(1)		No. 8		No. 10		No. 12		No. 14		No. 16		No. 18		No. 20		No. 22		No. 24		No. 26		No. 28		No. 30	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	8.45	8.55	8.50	9.10	10.00	12.00	1.15	2.15	2.45	4.30	5.45	7.32															
Yauwatt	Dep.	8.48	—	—	9.30	10.08	12.03	1.24	—	—	4.38	5.50	7.48															
Shatin	Dep.	8.51	—	—	9.33	10.10	12.05	1.27	—	—	4.50	6.02	7.58															
Taipei Market	Dep.	8.54	—	—	9.38	10.33	12.34	1.47	—	—	5.04	6.15	8.06															
Taipei	Dep.	8.57	—	—	9.45	10.37	12.38	1.51	—	—	5.09	6.19	8.10															
Fanning	Dep.	9.00	—	—	10.05	10.47	12.48	2.01	—	—	5.18	6.30	8.20															
Shuangshui	Dep.	9.03	—	8.07	10.10	10.53	12.53	2.08	—	8.14	5.25	6.36	8.34															
Shamshui	Arr.	7.41	8.45	9.12	10.14	10.58	12.59	2.12	2.55	3.20	5.29	6.41	8.30															
Canton	Arr.	—	1.02	—	5.57	—	—	—	7.03	—	—	—	—															

DOWN TRAINS

STATIONS		No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 18 A.M.	No. 8 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.	No. 25 P.M.	No. 26 P.M.	No. 27 P.M.	No. 28 P.M.	No. 29 P.M.	No. 30 P.M.
Canton ...Dep.		—	—	—	8.05	—	—	—	—	9.4	—	—	—	—	—	—	—	8.30
Shamshui ...Dep.	7.18	8.05	12.35	11.40	12.18	9.88	4.39	5.49	6.45	7.26	—	—	—	—	—	—	—	7.26
Shuangshui ...Dep.	7.25	8.12	12.42	11.47	—	3.05	4.48	5.58	6.52	—	—	—	—	—	—	—	—	—
Fanning ...Dep.	7.30	8.16	12.47	11.51	—	3.10	4.50	6.00	—	—	—	—	—	—	—	—	—	—
Taipei Market ...Dep.	7.40	8.26	12.57	12.02	—	3.21	5.00	6.10	—	—	—	—	—	—	—	—	—	—
Taipei ...Dep.	7.44	8.31	11.01	12.06	—	3.26	5.04	6.15	—	—	—	—	—	—	—	—	—	—
Ghatin ...Dep.	7.57	8.44	11.14	12.20	—	3.39	5.17	6.28	—	—	—	—	—	—	—	—	—	—
Yauwatt ...Dep.	8.11	8.76	11.26	12.32	—	3.51	5.29	6.40	—	—	—	—	—	—	—	—	—	—
Kowloon ...Arr.	8.17	9.02	11.32	12.38	12.58	3.57	5.26	6.46	7.26	—	—	—	—	—	—	—	—	8.06

Q=Sunday and Public Holidays Only.

*=First Class Only.

W=Will Stop at any Station on Request.

Further information may be obtained at the Railway Offices, Kowloon, or from Messrs. THOS. COOK & SON, LTD., Hong Kong, or from THE AMERICAN EXPRESS COMPANY, Hong Kong.

R. BAKER, Manager.

HONG KONG, CANTON AND MACAO STEAMERS.

JOINT SERVICE OF THE HONG KONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONG KONG-CANTON LINE.

Sailings from Hong Kong: Daily, at 8 A.M. & 10.00 P.M. (Sundays 10.00 P.M. only).
Sailings from Canton: Daily, at 8 A.M. & 4.30 P.M. (Sundays 4.30 P.M. only).

HONG KONG-MACAO LINE.

From Hong Kong: 8.00 A.M. "SUI AN" from Wing Lok Wharf. 3.00 P.M. "WING ON" do.
From Macao: 8.00 A.M. "WING ON" do. 3.00 P.M. "SUI AN" do.

EXCURSION TO MACAO.

ON SUNDAY, THE 16th SEPTEMBER.

S.S. "SUI AN"

Will depart from the Company's Wing Lok Wharf at 9 A.M. and from Macao at 5.00 P.M.

RETURN SALOON PASSAGE FARE: \$5.00.

Above sailings are subject to Weather Conditions and Intending Passengers are requested to communicate with the Office, whenever any of the Typhoon Signals are hoisted.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:-

Principal features: Small Premium. Liberal Surrender Value. Return of Premium in the Event of Death.

Write for Pamphlet and Full Particulars to:-

DODWELL & CO., LTD.

AGENTS.

2, QUEEN'S BUILDING

RIGAUD, 16 RUE DE LA PAIX, PARIS.

NEW STOCK OF FRENCH PERFUMES.

"UN AIR EMBAUME"

JUST ARRIVED.

"UN AIR EMBAUME"

Grand Model

AGENTS IN HONG KONG:

VICENTE ATIENZA & Co.

No. 54, NATHAN ROAD, KOWLOON.

TEL. K-155

IRELAND'S BEST CUSTOMER.

DESIRE FOR BRITAIN'S GOOD WILL.

AGRICULTURAL PROSPERITY.

DUBLIN.

A general desire to cultivate the friendship of the world and particularly that of Great Britain is one of the main sentiments animating the new Ireland.

One finds evidences of that spirit in all quarters, but particularly among those whose efforts to improve administration and attain greater prosperity for the Free State are now being crowned with substantial successes.

Nature has smiled this year upon the country's basic industry—agriculture.

The claim of Mr. Cosgrave, the President of the Executive, that the Government has really succeeded in improving agriculture was cordially endorsed by one who, both in municipal and national government, has often strenuously opposed him—Dr. Lorcan G. Sherlock, Times Lord Mayor of the city. He said:—

There is no doubt that the Government have made an enormous improvement in the basic trade of the country. They are improving the livestock of all kinds—horses, cattle, sheep, and pigs—and they are getting for this country higher prices.

They have made tremendous changes in the methods of poultry rearing, and there has been a gradual increase in the quantity of poultry and eggs exported with a consequent advance in the prices obtained.

Ireland's butter manufacture under the Government is quickly approaching that of Denmark in efficiency and the quality of its output, and in about five years' time this country will be feeling the full financial benefits of the legislation regarding agriculture passed within the last two or three years.

John Bull's Pocket.

There is growing up a healthy realization that we in Ireland cannot any longer dip our hand into John Bull's pocket to get us out of our difficulties, but that we must face them ourselves.

The people are settling down to work, knowing that their prosperity depends upon themselves. The people of this country recognize that Great Britain is their chief customer. A prosperous Great Britain means a prosperous Ireland, and this knowledge is creating the strongest link between the two countries, and is making the people anxious for the progress of Great Britain and the Empire, which will in no way interfere with their own national aspirations.

AIR MINISTRY MAN CHARGED.

"COMMUNICATING INFORMATION."

Archibald Taylor, aged 27, of Farcoat Road, Lee, S.E., a Civil Servant employed at the Air Ministry, appeared before Mr. Fry at Bow Street Police Court on a charge under the Official Secrets Act.

Taylor was arrested at Lee by Detective Inspector Canning.

The charge against him was being a person holding office under His Majesty, communicated on August 14th, 1928, information which he had obtained owing to his position as a person holding office under His Majesty at the Air Ministry, Kingsway, other than to a person to whom he was authorized to communicate it.

The proceedings lasted less than three minutes. Inspector Canning informed Mr. Fry that the case had been brought to the notice of the Director of Public Prosecutions, and he asked for a remand.

Mr. Fry: You have not got the evidence to go on with the case this morning? Inspector Canning: That is so. Mr. Fry, turning to Taylor, said: "Do you know the charge against you?" "Yes," replied Taylor. Taylor said that he had no objection to a remand, and Mr. Fry ordered him to be remanded on bail until August 22nd.

BURGLARS' ORGY OF CHAMPAGNE.

PARTIES IN WEST-END HOUSES.

GOT TOO DRUNK TO STEAL.

During a recent week-end thieves entered two houses in the West End of London, regaled themselves with champagne and other drinks, and took away valuable articles.

The first house they visited, in Chapel Street, Belgrave-square, S.W., had been let furnished to Mrs. Carter-Campbell. She left the house on the Friday to visit friends in the country, and when she came back it was in the possession of the police with a constable outside the door.

Shortly after midday on the Sunday a smartly dressed, middle-aged woman was seen to enter the house, and some time afterwards the front door was found wide open. A constable kept observation for some time and later several constables and a sergeant entered and found the whole place in disorder.

More than a score of bottles of champagne, brandy, gin, liquors, and siphons of soda water had been emptied, and it was thought when they left the visitors were drunk. It is believed that they entered the house on the Saturday evening by forcing the front door and were there for about 20 hours.

A butler in the house next door told a Daily Mail reporter that when his son-in-law passed the house on Sunday afternoon he saw a woman enter. He added:—

"When the police came the house was upside down and it was obvious that the thieves had made a regular drinking party of their visit."

Mink Coat Missing.

The thieves took a large quantity of Mrs. Carter-Campbell's clothing, including a mink coat, valued together at more than £1,000.

Later burglars entered the house in Selwood-place, Onslow-gardens, S.W., of Mr. George Hayter, who with his wife was at Brighton.

It is thought that the same gang may have been concerned. They forced the door, broke open a wine cupboard, drank large quantities of champagne, and were apparently too drunk to collect articles of value.

LORD ADARE.

DEBTS DISCLAIMER NOTICE.

LADY ADARE "VERY MUCH AMUSED."

An advertisement in a Home newspaper recently stated that Viscount Adare, of 44, Seymour Street, W., would not be responsible for any debts incurred in future by his wife, and that she had no authority to pledge his credit, as "she is and has been in receipt of an adequate allowance."

Notice was also given by the trustees of a deed of settlement dated October 25th, 1915, in favour of Viscountess Adare, that they were not and never had been liable for any debts incurred by her.

Lady Adare said to a reporter that she had no knowledge of any reason for the two announcements, the second of which she surmised referred to her marriage settlement. She added:—

"I was not aware of my husband's intention to cause these notices to be issued, and I really have not the foggiest notion what they are about or what has inspired them. They have not caused me any distress—in fact, I am very much amused."

"Not Seen Much Of Him Lately."

Lord Adare has gone to Ireland. I saw him yesterday. The previous occasion on which I saw him was two months ago, when he suddenly arrived at the house and sent in a message asking if he could talk to me. There is no actual separation, although lately, it is true, I have not seen much of him. Viscountess Adare before her marriage in 1915 was Miss Helen Swire, daughter of Mr. John Swire, of Hillingdon House, Harlow, Essex. Her husband, who is 41, is a retired captain of the 12th Lancers, and was Master of the House and Military Secretary to the Lord Lieutenant of Ireland from 1918 to 1921.

DIARY OF EVENTS.

To-day.

(September 14th.)

Christian Fellowship Meeting, Helena May Institute, 10.30 a.m. Queen's Theatre: "The Volga Boatman."

World Theatre: "Spoilers of the West." Star Theatre: "The Fair Co-ed." Tea Dance: H.K. Hotel, 4.30 p.m.

Saturday.

(September 15th.)

Golf: Bogey Pool, Fanning. Police and Prison Department Aquatic Sports V.R.C. Baseball: Senior Division: Filipino Club v. H.K. Baseball Club.

Queen's Theatre: "The Volga Boatman." World Theatre: "Spoilers of the West."

Star Theatre: "The Fair Co-ed." Tea Dances: H.K. Hotel, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mail:—Outward: Europe via Marseilles (Kalyan), 10.30 a.m.; Europe via Siberia (Sunning), 6 p.m.

Sunday.

(September 16th.)

15th Sunday after Trinity. Golf: Bogey Pool, Fanning. Queen's Theatre: "The Volga Boatman."

World Theatre: "Two Arabian Knights." Star Theatre: "The Midshipman."

Tea Dance: H.K. Hotel, 4.30 p.m. Monday.

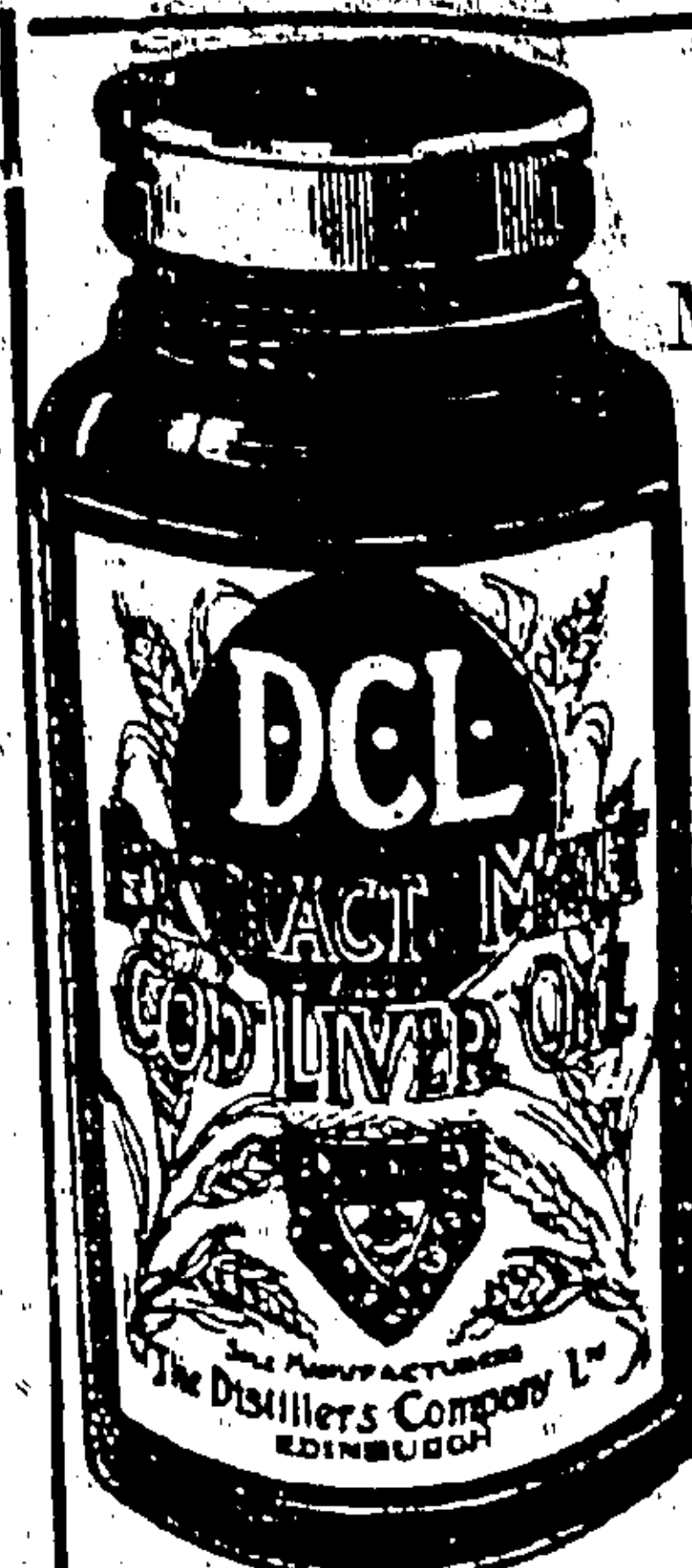
(September 17th.)

Sale of Crown Land, Inland Lots Nos. 2838 and 2839, and Rural Building Lot No. 316, 3 p.m. Land Sale at Messrs. Lamert Bros., Remaining Part of Section A of Inland Lot No. 54 (179, Queen's Road East) and Remaining Part of Section A of Kowloon Inland Lot No. 714 (139, 141, 143 and 145, Portland Street), 3 p.m.

Queen's Theatre: "Chang." World Theatre: "Two Arabian Knights." Star Theatre: "The Midshipman."

Tea Dances: H.K. Hotel, 4.30 p.m. Principal Mail:—Outward: Europe via Victoria, B.C. (Pres. Jefferson), 5 p.m.

Tuesday.



"D. C. L." MALT EXTRACT WITH COD LIVER OIL

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.
EDINBURGH.

PRICE:—Per 1 lb. Jar...\$1.00
Per 2 lb. Jar...\$1.80

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.,
ST. GEORGE'S BUILDING, 2, ICE HOUSE STREET.
Tel. Central No. 135. Hong Kong.



Have Your Frigidaire Now Benefit by its economy as you pay for it

IT'S so easy to have Frigidaire. A visit to our showroom, a selection of model, a small down payment and at once and forever after you'll be independent of ice supply. All your foods will be better kept. You will have plenty of ice cubes for table use. You'll wonder how you ever got along without Frigidaire.

Come in and see Frigidaire. Get prices, terms, estimates on operating cost. Prove to yourself that Frigidaire is not only a marvelous convenience, but a real economy.

Call or 'phone for a demonstration.

FRIGIDAIRE

Product of
GENERAL MOTORS

DEMONSTRATION MODELS ON VIEW AT
OUR OFFICES AND AT

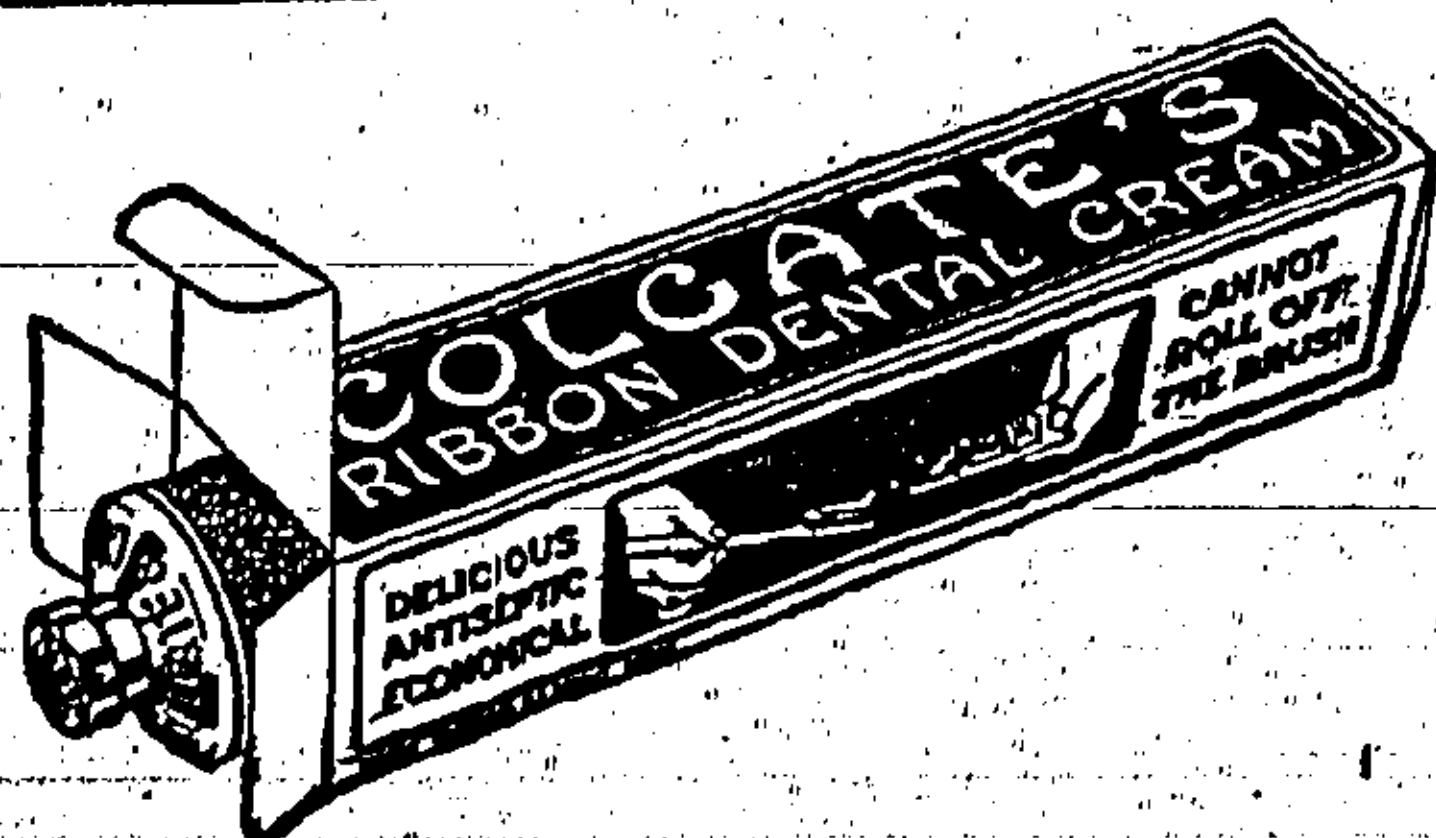
THE HONG KONG ELECTRIC CO.'S SHOWROOM.

DODWELL & CO., LTD.

SOLE DISTRIBUTORS FOR HONG KONG AND S. CHINA.

'PHONE C. 1030

MACHINE DEPT.



COLGATE'S RIBBON DENTAL CREAM

OBTAINABLE AT ALL STORES

SOLE AGENTS:

HONG KONG TRADING CO., LTD.

HONG KONG VOLUNTEER DEFENCE CORPS.

[ORDERS BY LT.-COL. L. G. BIRD, D.A.O.,
COMMANDANT.]

No. 347.

1.—Annual Camp.

The Annual Camp will take place at Fanling, New Territories, between November 16th and December 9th, 1928.

The dates for Camp will be as follows:—
Friday night, November 16th, to Sunday evening, November 18th.

Friday night, November 23rd, to Sunday evening, November 25th.

Friday night, November 30th, to Sunday evening, December 2nd.

Friday night, December 7th, to Sunday evening, December 9th.

2.—Annual Athletic Meeting.

Annual athletic sports will be held on the Kowloon Cricket Club ground on Saturday, October 13th, 1928, at 2.30 p.m., when Mrs. Southorn has kindly consented to give away the prizes. A notice giving details of the events, etc., has been issued to every member of the Corps, but the Committee rely on Company Commanders to encourage and collect entries, submitting one collective entry, per unit, direct to Lieut. A. Mackenzie, c/o Chartered Bank, on or before noon of Saturday, September 29th. Co-operation in this respect by officers will reduce the work entailed by the Hon. Secretary and Hon. Treasurer.

3.—Musketry.

The Mounted Infantry Company and Armoured Car Company will fire Part II. Table "T" at Stonecutters Range on Sunday, September 16th, 1928.

Range Officer: 2/Lieut. R. K. Valentine.

Launch will leave Murray Pier at 9 a.m. and call at Kowloon Pier at 9.10 a.m.

Dress: Musketry order, i.e., rifle, belt, bayonet and bandoliers. Uniform or mufti optional.

Arms will be drawn from Corps Headquarters on Friday, September 14th, between 9 a.m. and 12 noon, or 2 and 4 p.m., or 5 and 8 p.m., and on Saturday, September 15th, between 9 a.m. and 1 p.m.

4.—Corps Band.

The Band will parade at full strength on Tuesday, September 18th, and Friday, September 21st, at Volunteer Headquarters at 5.30 p.m.

5.—The Battery.

Friday, September 14th: Parade will be held at Corps Headquarters at 5.30 p.m. Layers Class on No. 1 Gun. Gun Drill on No. 2 Gun. Signal Section under Sergt. Jack.

6.—Engineer Company.

There will be lectures at Volunteer Headquarters on Monday, September 17th, and on Tuesday, September 18th, at 5.30 p.m. on the lamp and the engine. It is hoped that every member of the Company will attend these preliminary lectures. All members are requested to attend both lectures if they can possibly do so.

7.—Corps Signals.

Monday, September 17th, 1928: Parade at Volunteer Headquarters at 5.30 p.m. Dress: Mufti. It is hoped that all ranks will make a special effort to be present at this first parade of the season.

8.—Mounted Infantry Company.

Friday, September 14th: Parade at Volunteer Headquarters at 5.30 p.m. for instruction on M.G. Sergt. Pott's Section only.

Sunday, September 15th: Musketry Part II. Particulars vide Corps Order No. 3.

Tuesday, September 18th: Parade at Stables at 5.45 p.m. for riding school.

Friday, September 21st: Parade at Volunteer Headquarters at 5.30 p.m. for instruction on M.G. Sergt. Watson's Section only.

9.—Armoured Car Company.

CAR SECTION.
Fridays, September 14th and 21st, 1928: Parade at Corps Headquarters at 5.30 p.m. for run around the Island in the Armoured Car.

Monday, September 17th: Parade at Corps Headquarters at 5.30 p.m. for Machine Gun Instruction. Dress: Mufti.

10.—Machine Gun Company.

The Company will parade at full strength on Tuesday, September 18th, at 5.30 p.m. at Corps Headquarters.

Instructors Class under Captain E. J. B. Mitchell. Dress: Mufti.

No. 1 Platoon: A and B Sub-sections stripping and assembling under Sergt. A. W. Hayward. Dress: Mufti.

11.—Scottish Company.

Thursday, September 20th: Nos. 5 and 7 Platoons will parade at Corps Headquarters at 5.30 p.m. for instruction in Vickers Gun. Dress: Mufti.

Thursday, September 20th: No. 6 Platoon will parade at Kowloon Dock for instruction in Vickers Gun.

12.—Portuguese Company.

Guard of Honour: Practice Parades: The Company will parade at Corps Headquarters on Monday and Friday, September 17th and 21st, for Practice Parades. A full muster is most essential to ensure a good turn out on the actual day. Dress: Optional, belt and rifle.

13.—Strength.

The following recruits are taken on the strength and posted as under:—
No. 1377 Pte. E. P. Souza, No. 10 Platoon, from September 7th, 1928.

14.—Promotions.

The following promotions take effect from September 3rd, 1928:—
CORPS SIGNALS.
No. 423 Staff-Sergt. G. T. Padgett, to be Company Sergt.-Major.

15.—Long Service Medal.

H.E. the Officer Administering the Government has awarded the Colonial Auxiliary Forces Long Service Medal to No. 85 Pte. G. H. Sayer, of the Reserve Company, H.K.V.D.C., on September 5th, 1928.

16.—Marksmen.

The undermentioned have qualified as marksmen and are entitled to wear the badge for one year:—
No. 1204 Signaller A. Tarbuck, Corps Signals, 102 points.
No. 17 C.S.M. R. J. Everest, Engineer Company, 98 points.

17.—Leave.

No. 476 Sergt. T. W. Carr, Engineer Company, having returned from leave, rejoined for duty on September 10th, 1928.
No. 1370 Pte. J. Murray, Reserve Company, from September 10th to October 9th, 1928.
No. 2320 Corp. G. R. Razavet, No. 2 Platoon, leave to be extended from October 2nd to November 10th, 1928.

18.—Struck Off The Strength.

Having completed three years' service and claimed his discharge, as from July 6th, 1928:—
No. 942 Signaller L. H. E. Soun, Corps Signals.
R. A. Wolke Murray, Major, Adjutant, H.K.V.D.C.
Hong Kong, Sept. 14th, 1928.

NOTICES.

1.—Soldiers Club Billiard Tournament, 1928.
September 6th and 7th, 1928: 31st Battery, R.A. v. H.K.V.D.C., Portuguese Company. Result: Win for Volunteers, 1878/1064 points.
September 17th and 18th, 1928: Semi-final: Small Units v. Portuguese Company, H.K.V.D.C. (Continued on next column).

No. 2 Platoon: G and H Sub-sections will proceed to Kennedy Road Range with two service guns under Lieut. H. Owen Hughes. Dress: Mufti.

No. 2 Platoon: E and F Sub-sections Machine Gun Training, and Arms Drill under Sub-section Commanders. Dress: Mufti, belt and sidearms.

Recruits under Sergt. V. C. Brannan, M.C. Dress: Mufti, belt and sidearms.

MUSKETRY PART II.
The Machine Gun Company will fire Part II. at Stonecutters on Sunday, September 23rd, particulars will appear in next Corps Orders.

At the next day allotted to the Company is Armistice Day, it is hoped that as many as possible will turn up on September 23rd.

Range Officer: Lieut. A. E. Penn.

COMPANY DINNER.
Members are reminded of the dinner to be held at Corps Headquarters at 7.45 p.m. this evening.

11.—Scottish Company.
Thursday, September 20th: Nos. 5 and 7 Platoons will parade at Corps Headquarters at 5.30 p.m. for instruction in Vickers Gun. Dress: Mufti.

Thursday, September 20th: No. 6 Platoon will parade at Kowloon Dock for instruction in Vickers Gun.

Musketry Part II.: Sunday, September 30th, at Stonecutters Range. Details later.

12.—Portuguese Company.
Guard of Honour: Practice Parades: The Company will parade at Corps Headquarters on Monday and Friday, September 17th and 21st, for Practice Parades. A full muster is most essential to ensure a good turn out on the actual day. Dress: Optional, belt and rifle.

Chevron on Shirts: The attention of all N.C.O.'s is called to Corps Orders No. 346, September 7th, para 5. This should be complied with immediately.

Recruits (those not having fired Part I. Musketry) will parade at Miniature Range for Musketry on Friday, September 21st, at 5.30 p.m. Dress: Optional, rifle.

Equipment. It has been noticed that quite a considerable number of equipment is far from being clean. This should be attended to immediately.

13.—Strength.
The following recruits are taken on the strength and posted as under:—
No. 1377 Pte. E. P. Souza, No. 10 Platoon, from September 7th, 1928.

No. 1378 Bandsman J. C. Souza, Corps Band, from September 7th, 1928.

No. 1379 Bandsman C. H. Osmond, Corps Band, from September 11th, 1928.

No. 1380 Pte. J. L. Litton, No. 2 Platoon, from September 12th, 1928.

No. 1381 Pte. B. T. Gosano, No. 9 Platoon, from September 13th, 1928.

14.—Promotions.
The following promotions take effect from September 3rd, 1928:—
CORPS SIGNALS.
No. 423 Staff-Sergt. G. T. Padgett, to be Company Sergt.-Major.

No. 354 Sergt. H. J. Millington, M.C., to be Company Quartermaster-Sergeant.

No. 462 Corp. C. B. Easterbrook to be Sergeant.

No. 1273 L/Corp. S. D. Igglesden, M.M., to be Corporal.

15.—Long Service Medal.
H.E. the Officer Administering the Government has awarded the Colonial Auxiliary Forces Long Service Medal to No. 85 Pte. G. H. Sayer, of the Reserve Company, H.K.V.D.C., on September 5th, 1928.

16.—Marksmen.
The undermentioned have qualified as marksmen and are entitled to wear the badge for one year:—
No. 1204 Signaller A. Tarbuck, Corps Signals, 102 points.
No. 17 C.S.M. R. J. Everest, Engineer Company, 98 points.

17.—Leave.
No. 476 Sergt. T. W. Carr, Engineer Company, having returned from leave, rejoined for duty on September 10th, 1928.
No. 1370 Pte. J. Murray, Reserve Company, from September 10th to October 9th, 1928.
No. 2320 Corp. G. R. Razavet, No. 2 Platoon, leave to be extended from October 2nd to November 10th, 1928.

18.—Struck Off The Strength.
Having completed three years' service and claimed his discharge, as from July 6th, 1928:—
No. 942 Signaller L. H. E. Soun, Corps Signals.
R. A. Wolke Murray, Major, Adjutant, H.K.V.D.C.
Hong Kong, Sept. 14th, 1928.

NOTICES.
1.—Soldiers Club Billiard Tournament, 1928.
September 6th and 7th, 1928: 31st Battery, R.A. v. H.K.V.D.C., Portuguese Company. Result: Win for Volunteers, 1878/1064 points.
September 17th and 18th, 1928: Semi-final: Small Units v. Portuguese Company, H.K.V.D.C. (Continued on next column).

2.—Promenade Concert.
Promenade Concert will be held on Volunteer Parade ground on Friday, September 21st, 1928, at 8.15 p.m. when, by kind permission of Lieut.-Colonel H. C. Posenby, D.S.O., M.C., and Officers, the Band of 1st Battalion The Queen's Royal Regiment will play.
Admission: \$1 each; and all other arrangements as before.

SILVER STREET BRIDGE.

THREATENED, CAMBRIDGE BEAUTY SPOT.

APPEAL TO MAYOR.

CAMBRIDGE, August 18th.
Thousands of old Cambridge men who have leaned over Silver Street Bridge and watched the boating in the Mill Pool below, will learn with regret that there is the possibility of the old mill site, being effaced beyond recognition.

Certainly for the past few years, since the mill itself was demolished, the spot has been an eyesore, and the general opinion was that something should be done to restore the beauties of the place. Coinciding with the Town Council's decision to proceed with the work, the Cambridge Preservation Society came into being, and were invited to submit plans for dealing with the site, and the Law and Property Committee at the same time instructed the borough surveyor (Mr. G. W. Teasdale) to prepare a scheme.

In due course both schemes were submitted to the Town Council, together with water-colour sketches, embodying their principal features, when they were debated upon, and finally the scheme proposed by the Preservation Society was rejected by a large majority, and the council authorised the work to proceed along the lines as suggested by the Law and Property Committee.

The point where the two schemes parted company was over, the bridge that has stood there for many years, with the twin arches indicating its previous history as the part of a mill race. There were other points of difference, but the bridge appeared to be the predominating one, some referring to the double arch as "twin sewers" and others seeing in them a bit of history that went back to the Domesday Book.

Between Fen And Town.

Matters advanced a step further when the Mayor of Cambridge (Councillor E. W. Ames, J.P.) recently received a deputation headed by Mr. A. B. Ramsay (Master of Magdalene), who represented the Cambridge Preservation Society, Dr. H. P. Stokes, Cambridge Drawing Society, and Mr. W. C. Dampier Whetham, Cambridge Rural Community Council, who strongly urged the reconsideration of the whole scheme at the next meeting of the Town Council.

Mr. Ramsay said that the site was the one window through which Cambridge could still look forth upon her natural history; it was the ancient point of contact between fen and town, between man and nature; such a spot as was of priceless value to them so long, and only so long, as it remained wild and the waters of the Cam passed through it along the familiar ways.

The Town Council does not meet until Thursday, September 20th, but in view of the strong representations that have been made it is highly probable that the matter will be discussed further, in spite of the decisive vote given on the previous occasion.

BIG NEW RESTAURANT FOR LONDON.

£100,000 PROPERTY SOLD.

An important addition will be made to the number of up-to-date restaurants in London as the result of a big deal in freehold property which has taken place.

A important freehold property, with frontages in Oxford Street and Soho Square, has been acquired by a well-known firm of caterers owning a number of London restaurants.

Mr. Lewis Jackson, a London estate owner, who sold the property to the firm, stated that the price was a sum approaching £100,000. "I purchased the freehold some time ago," he said. "The property is that which used to be occupied by Messrs. Bonham, the old-established firm of auctioneers, who, I believe, had these premises for something like 900 years."

It was the intention of the new owners, Mr. Jackson added, to carry out very extensive alterations in the premises before opening them as a restaurant.

R.A.O.C., R.A.S.C. & R.A.P.C.:
Corp. Donaldson (S.C.O. Champion), S.S.M. Hall, S.Q.M.S. D. Fritz (Captain), S-Sergt. Woods, S-Sergt. Thomson, Sergt. Basham, Sergt. Crowfoot, L-Cpl. Fennell. Volunteers:—Lce.-Corp. F. P. Soeiro, Pte. E. A. des Remedios (Captain), M. M. Silva, J. R. Soares, L. V. Antonio, E. A. Noronha, M. A. Baptista and E. A. V. Remedios.

2.—Promenade Concert.
Promenade Concert will be held on Volunteer Parade ground on Friday, September 21st, 1928, at 8.15 p.m. when, by kind permission of Lieut.-Colonel H. C. Posenby, D.S.O., M.C., and Officers, the Band of 1st Battalion The Queen's Royal Regiment will play.
Admission: \$1 each; and all other arrangements as before.

TANGLE FOR LONDON POLICE.

MAN WHO DENIES HE IS THE HUSBAND.

A woman who applied at North London Police Court for a summons against her husband alleged that he had been persistently cruel to her.

The man said he went through a form of marriage with the woman about six years ago, but on Friday he met her first husband and decided to leave her.

The court missionary said the woman had told him she was legally married.

Mr. Pope, the magistrate: Can a man be persistently cruel to a woman who is not his wife?

The Clerk: Not under the Act. The man complained that the woman was detaining his pension papers. The clerk said the magistrate could grant a summons in this respect provided the woman was not his wife.

Mr. Pope granted the parties summonses, and said the police could sort the matter out.

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

SEPTEMBER 12th, 1928.	
R.K. Banks	.....\$1,255 buy.
Do., London	.....\$1,384 nom.
Chartered Banks	.....\$224 buy.
Mercantile Banks, A. & B.	.....\$255 nom.
Do., C.	.....\$144 nom.
P. & O. Banks	.....\$291 nom.
East Asia Bank	.....\$77 buy.
Canton Insurance	.....\$890 buy.
Union Insurance	.....\$370 buy, 372 sa.
North China Ins.	.....\$144 buy.
Yankee Insurance	.....\$450 nom.
China Underwriters	.....\$255 buy.
China Fire Insurance	.....\$470 buy.
Hong Kong Fire Ins.	.....\$384 buy.
H.K. Steamboat	.....\$281 nom.
H.K. Tugs	.....\$32 nom.
Lido-Chinese (Prof.)	.....\$35 buy.
Do. (Det.)	.....\$724 buy.
Shell Transports	.....10/8 nom.
Waterworks	.....\$214 buy, & sa.
Hongkong	.....\$215 buy.
Kaisa Mining Adm.	.....\$60/ nom.
Langkat (combined)	.....\$114 sel.
Do. (single)	.....\$114 sel.
S'ha. Exploration	.....\$114 sel.
Shanghai Loans	.....\$114 sel.
Kasbe	.....\$44 nom.
Tonghai Mines	.....\$178 nom.
H.K. & K. Wharves	.....\$183 nom.
H.K. & W. Docks	.....\$47 nom.
China Producers	.....\$5.00 buy, 5.20 sel.
Hongkong	.....\$114 sel.
New Engineering	.....\$114 sel.
Shanghai Dock	.....\$114 sel.
Two Cottons	.....\$114 sel.
Oriental Cottons	.....\$114 sel.
S'ha. Cottons (old)	.....\$114 sel.
Do. (new)	.....\$114 sel.
H.K. & S. Hotels	.....\$4.50 buy, 4.80 sel.
H.K. Lands	.....\$484 buy.
Shanghai Lands	.....\$114 sel.
Rumphreys Estates	.....\$114 sel.
H.K. Realties	.....\$4.50 buy.
H.K. Tramways	.....\$24.50 sel.
Peak Tram (old)	.....\$114 sel.
Do. (new)	.....\$4.50 sel.
Star Ferris	.....\$4.50 sel.
China Light (old)	.....\$12.00 buy, 12.50 sel.
Do. (new)	.....\$124 buy.
Do. (1928 issue)	.....\$124 buy.
H.K. Electric (old)	.....\$124 buy, & sa.
Do. (new)	.....\$124 buy.
Macao Electric	.....\$124 buy.
Telephones	.....\$4.50 sel.
China Bus	.....\$114 sel.
Singapore Tramways	.....\$114 sel.
Do. (Prof.)	.....\$114 sel.
China Sugars	.....\$114 sel.
Malayan Sugars	.....\$114 sel.
Canton Ice	.....\$114 sel.
Cement (combined)	.....\$3.70 buy.
Do. (old)	.....\$3 buy.
Do. (new)	.....\$3 buy.
H.K. Dopes (old)	.....\$4.50 nom.
Do. (new)	.....\$4.50 nom.
United Asbestos	.....\$4.50 sel.
Dairy Farms	.....\$224 buy.
Watsons	.....\$114 sel.
Der A. Wings	.....\$30.50 nom.
Lane Crawford	.....\$24 buy.
Mackintosh	.....\$20 nom.
Sincere	.....\$24 buy.
Wm. Powells	.....\$2.50 buy.
H.K. Amusements	.....\$2.50 buy.
H.K. Constructions	.....\$1.45 sa.
Squa. Indus. & B.Roads	.....\$42 buy.
H.K. Govt. Loans	.....\$7 prem. buy.
buy.—buyers; sel.—sellers; sa.—sales; nom.—nominal.	

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

W. R. LOXLEY & CO., SOLE AGENTS

Leb's Trade and Shopping Guide of Hong Kong

July 1928 to June 1929

AN ANGLO-CHINESE DIRECTORY

CONTAINING:

Maps of Hong Kong's Business Section showing Buildings and House Numbers.
Government Offices and Justices of the Peace.
Alphabetical list of Firms and names of staff.
Classified lists of over 150 classes of Business, Trades, Professions, Shops, Associations, etc.
Practical Information and Abridged Time Tables of Railway, Tramways, Buses, Ferries, etc.

"Is excellently arranged and will be very useful."
Hong Kong General Chamber of Commerce.

"Is exceedingly informative, and cannot but be helpful to anyone having occasion to refer to it."
Chinese Chamber of Commerce, Hong Kong.

STRONGLY BOUND IN CLOTH AND SOLD FOR **ONLY \$1.00**

Obtainable from LEB'S, 10 Queen's Road Central, Brewer & Co., Sayce & Co., Lee Yee, Peak Tramway Book Stall, Star Ferry Book Stalls, and forty other stores.



Drink more
Asahi Beer
it is
refreshing
and
invigorating.

Sole Agents—**MITSUI BUSSAN KAISHA, LTD.**
HONG KONG.

SERVICE TO READERS.

THE HONG KONG DAILY PRESS, LTD., and the HONG KONG WEEKLY PRESS, through their London Office, at 21, Bury Lane, FLEET STREET, E.C. 4, are prepared to give Subscribers and Visitors advice regarding accommodation available, motor facilities, suitable shopping centres, etc.

If, when at home, they will call or telephone to the above address, they will receive the utmost assistance and the latest available information on all subjects of enquiry will be placed at their disposal.

LET US DANCE!!

THIS is what Everyone will say at This Time of the Season. No Joyous Party is complete without Dancing, and to do that, A Real Live Wire Orchestra is needed.

Bill Lucas' Dance-O-Patrons Band of Jazzy Musicians will provide you with the Latest Dance Music, Open for Engagements at Anytime. Write or Phone, always there. Phone Central 595, or write to "MIGNON," 218, WING LUI ROAD.

TRAIN WRECKED FOR A FILM.

DYNAMITE LORRY CRASH.
CAMERA MEN IN SANDBAG FORTS.

Basingstoke, August 19th.
A train without a driver, travelling at 45 miles an hour, was wrecked near Basingstoke this morning.

No lives were lost, for the smash was arranged by the Gainsborough Pictures, Ltd., in co-operation with the Southern Railway, for a film entitled "The Wreckers." For the first time the noise of a train smash was recorded for the films.

The collision took place at a level-crossing at Lasham Hall Farm. The train hit a lorry containing dynamite and five tons of ballast.

Film actors and railwaymen on a hill 200 yards away had a great thrill when the engine, containing dummy figures of the driver and fireman, was seen racing down an incline towards the crossing.

The collision caused a loud explosion, the engine going through the lorry as it blew up with the dynamite. The engine went on about 100 yards and crashed on to its side. All six coaches were derailed.

Passenger Rescues.

Cameras a few yards away were protected by sandbagged forts. A sound-recording instrument was in a haystack in a field adjoining the line. A picture was taken of passengers being got out of the wreckage.

An official of the film company told me that the cost of the wreck was from \$8,000 to \$7,000.

Mr. James Ball, a Southern Railway driver, who started the train a mile from the scene, said to me:

"The engine was under a full head of steam and I jumped off then, she was going at about eight miles an hour. It was a queer sensation seeing her going away without me, and I felt rather sorry. I put my ear to the rail and heard the explosion, like the firing of a big gun, and the noise of the wheels grinding through the earth."

A breakdown gang arrived immediately after the crash to clear the line, which runs from Alton to Basingstoke, for the first train tomorrow morning.

CRANLEIGH PREFECTS EXPELLED.

SEQUEL TO BATHING IN FORBIDDEN POOL.

Cranleigh, the famous public school near Godalming, has provided a "sensation" following the incident at Eton when boys belonging to noted families were requested to leave following an escapade at a riverside hotel at Bray.

Similar disciplinary action was taken at Cranleigh just before the school broke up for the summer holidays against three senior prefects for a breach of regulations.

The prefects, with nearly a dozen other boys, were brought before the headmaster, the Rev. M. A. Rhodes, for bathing in a forbidden pool, about two miles from the school, during the heat wave.

Two of the prefects left the school at short notice, and the third is not to return after the holidays. The action taken by the headmaster caused great excitement among the boys.

"There is a strict school rule against bathing in the pond, because a boy was drowned there some years ago," the headmaster explained to a *Daily Express* representative.

"I had to take serious notice of the action of the three prefects in encouraging this grave breach of regulations. There was a certain amount of skylarking going on at the pool, and two boys were thrown into the water."

My decision was that the prefects could have the choice of being degraded or of leaving the school. While the matter was still under judgment, the conduct of two of the prefects was unsatisfactory in other ways, and so they were asked to go. The other prefect left at the end of the term, and he will not return.

"I think it would have been better for the school if nothing had been said about the matter, but publicity will show, at any rate, that we are determined not to tolerate serious disobedience of school rules."

A GREAT FLIGHT IN ARCTIC.

SIR H. WILKINS'S NARRATIVE.

PROBLEMS OF WARMING ENGINE SOLVED.

LONDON.

In a quiet, easy tone, as if he were speaking of an ordinary journey, Sir Hubert Wilkins told members of the Royal Aeronautical Society of his Arctic flight.

The third and successful attempt this year, he said, was due to the lessons they had learnt in the two previous years.

Sir Hubert used a different airplane for each of his attempts. In 1928 he used Fokker monoplane. This was a three-engine machine of 72-foot span. Trial flights taught him and his pilot, Eielson, what was necessary in the way of warming their engine when flying in temperatures like 40 degrees below zero.

Friends asked him what would happen if he had to make a forced landing far from his base, and his reply was that he would have to walk back. This actually occurred on August 27. Gasoline gave out when they were 70 miles from Barrow. They landed late at night safely, thanks to Eielson's skill, on a small smooth patch of ice.

Cut Off From Base.

Drifting on badly broken pack ice, unable to communicate with their base, Sir Hubert's experience with Stefansson during the Canadian Arctic expedition stood him in good stead. Humping their packs weighing from 80-100 pounds, they walked and crawled back to Barrow. "And, said he, 'when I say crawl, I mean crawl, for at least a quarter of the trip was done on our hands and knees.'"

In 1927 Stinson biplanes were used with Wright Whirlwind motors and with these they did some 8,000 miles flying and settled that there was little chance of finding land in the area northwest and within 600 miles of Barrow. He then determined to get the fastest plane capable of carrying the necessary sledging gear, landing apparatus, navigation instruments and equipment. Two months' food supply, a radio outfit and enough gasoline to cover 27,000 miles.

Narrow Escape In Alaska.

All went well until nearing Spitsbergen, when Sir Hubert saw from the climatic conditions that a stormy weather ahead might be expected. He wrote a note to Eielson telling him what he thought, and asking if he was prepared to go on or to land and wait. The reply was that he was prepared to go on if Wilkins was prepared to tell him the way.

Sir Hubert's faith in the future of Arctic travel by air remains fixed for, as he showed on a polar map, the shortest way from San Francisco to Moscow is over the pole.

Sir Hubert told of a remarkable incident during his flight in Alaska in 1928. Flying with Eielson toward the Endicott Range he was suddenly aware that, flying toward a cleft in the range, their left wing would hardly miss the rocks. He shouted to Eielson, who shouted back that the same conditions obtained on the right. They went through the cleft with barely a yard or so to spare on each side. On looking down when they had passed he saw that the wheels were revolving. He believes that, though they felt nothing, they had touched ground in going through the cleft. —*Christian Science Monitor*.

SURREY TRAFFIC P.C.'S DEATH.

CORONER HINTS AT SURPRISE EVIDENCE.

The inquest was resumed at Bandon Hill yesterday on P.C. Raymond Mitchell, aged 29, of the Metropolitan Police, who died after being knocked down by a motor-cycle combination while on point duty at Woodcote-Stafford cross-roads, Wallington, Surrey, on July 25th. The coroner was Mr. F. J. Nightingale.

Mr. Reginald Corfield, driver of a car which was nearing the cross-roads when the accident occurred, said he did not see the motor-cycle combination approaching, but he saw the officer struck and the combination then ran into his car.

Mr. Nightingale asked do you say about the lighting at the cross-roads? Very bad indeed.

Mr. Richard Harry Palmer, of Wallington, a passenger in the sidcar, said he and the driver were returning from Brighton. While they were out each had four glasses of bitter. He first saw the policeman about ten yards away. The speed of the combination was about 15 miles an hour.

At this stage Mr. Nightingale said that as the driver of the combination, Mr. Percy Henry Woods, North Way, Bute-road, Wallington, was still in hospital, he would adjourn the inquest until September 3rd.

Mr. M. R. Hoare, for Mr. Woods, asked permission to call certain witnesses, but Mr. Nightingale declined, and said: "This is a case which demands investigation, and there may be other evidence which you may not expect."

THE COMING OF THE MONGOLS.

PANIC IN CHALANTUN RESORT.

RAIDS PART OF LARGE PLAN.

NORTH MANCHURIA, August 30th.

It was on August 11th that news began to circulate along the Western branch of the Chinese Eastern Railway that the Mongols were on the move. It was known that a car belonging to a British firm had been seized near Hailar, and conditions in Barga were reported to be serious. Two days later Wan Fu Lin, Governor-General of Heilungkiang Province, proceeded on a troop train to investigate conditions at Hailar. There followed other troop trains containing infantry and cavalry.

On August 16th the Express from Manchouli did not arrive. The wildest rumours followed. Large bodies of Mongols were said to have cut the railway line and to have surrounded Wan Fu Lin. It was in Hailar that the most absurd stories were circulated. The news was even telegraphed to a well-known newspaper abroad that the Mongols had already passed the great barrier of the Hingan Mountains and had occupied Barim. The latter place is a bare two hours beyond the large summer resort of Chalantun, where some hundreds of foreigners were located.

Frantic telephone and telegraphic calls passed between Hailar and Chalantun, it being creditably reported that one husband rated his wife so high as to order for her a special car at \$700. In Chalantun peoples' energies were divided between packing and unpacking, asking questions and not waiting for answers, rushing to the railway station to see if the rails were still there, and watching the Chinese soldiery establishing themselves on a white-kiosque-topped hill which commands Chalantun. The methods of the Chinese would certainly have been of interest to a student of military affairs. On the very top of the hill they set up a large white tent. This tent was visible from many miles away and would presumably serve as a broad-cast notice to the Mongols. "It's no use coming to Chalantun—we're here." Machine-guns and mortars followed the tent at the local quarry, and the pink-banded sleeves of the soldiery and the rifles of the police informed the world that martial law had been proclaimed at Chalantun.

Fever Point.

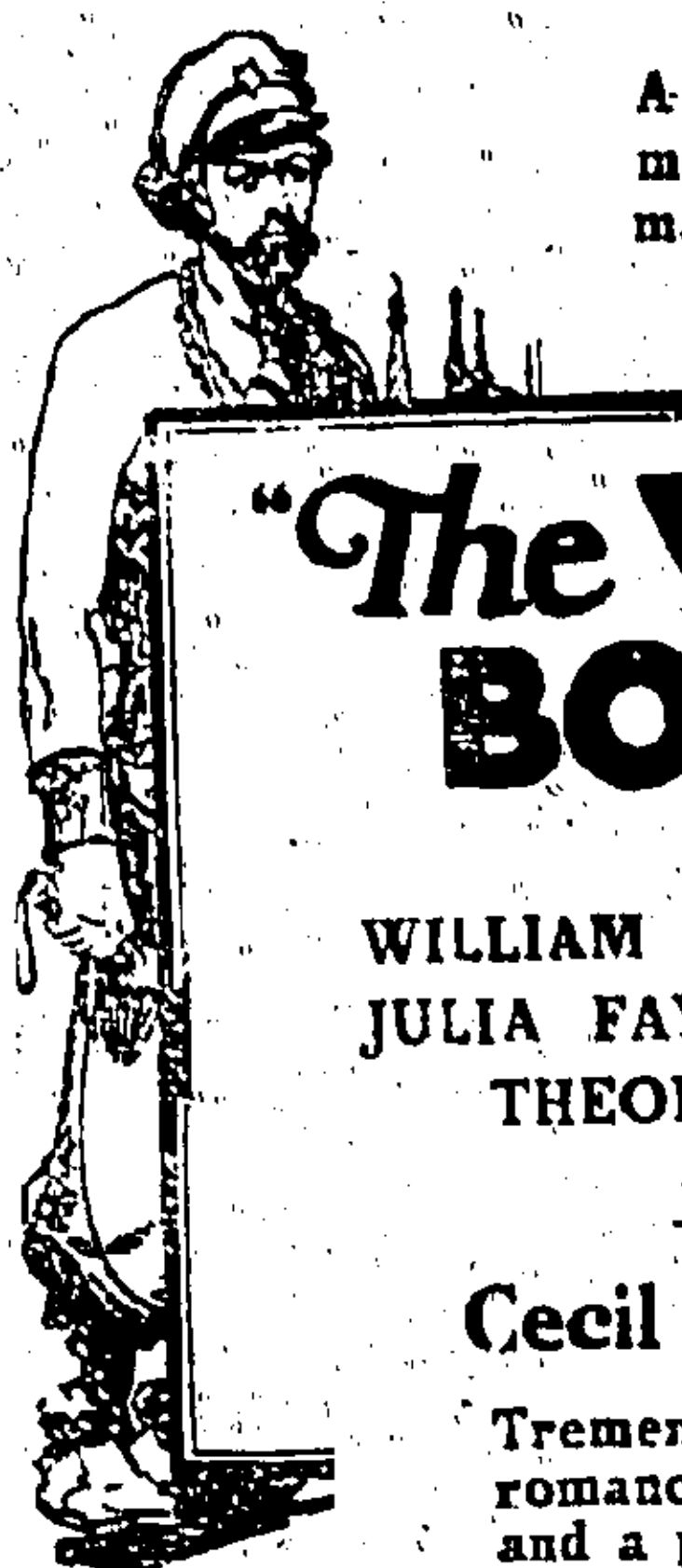
On Friday excitement reached fever point. A special train arrived to evacuate all those who were feared. All night people had been assuring each other that they would stay; but behind closed doors there had been the sounds of the rustling of paper and the creaking of leather. And when morning came more than three-quarters of Chalantun was at the station, packing themselves, their luggage, and their children aboard the special train. At half-past twelve amidst a fluttering of handkerchiefs and a chorus of "Mind-you-write" and "Here's my address," the special train pulled slowly out of the station, and the season at Chalantun seemed virtually at an end.

The Truth.

Amidst so many rumours it is a little difficult to sift out the truth. But the actual events that took place were as follows: On the night of August 15th-16th a small band of Mongols made a raid at the 328 Kilometre Post, plundering the railway barracks and capturing some work-men. The railway itself was damaged between the 336th and 338th Kilometre Points, rails being dislodged and telegraph poles felled along the line for a certain distance. Subsequently another raid was made between the 337th and 338th Kilometre Points, when eight workmen were taken prisoner and two killed. In the result telegraphic and telephonic communications were cut off with Hailar and the Trans-Siberian mail train was delayed by thirty hours. On the 18th a small explosion occurred under the engine of the express train which caused no serious damage but which delayed the train by three hours. Collisions occurred between the Mongols and the Chinese troops which had been sent from Tsitsihar. The Chinese armoured train took part in this fighting, which resulted in the railway being cleared of Mongols. Wan Fu Lin, the Governor-General, returned from his reconnaissance at Hailar and requested that large reinforcements be sent at once via Taonan to Hailar. In the meantime the armoured train was patrolling the line west of the Hingans ahead of passenger-trains. The damage to the line was speedily repaired, and by August 19th the Manchouli-Hailar service was normal.

(Continued on next Column).

ANOTHER REMARKABLE PICTURE BY THE FAMOUS DIRECTOR OF "THE TEN COMMANDMENTS"



A thrilling story of modern Russia in the maelstrom of revolution

"The VOLGA BOATMAN"

WITH
WILLIAM BOYD—ELINOR FAIR
JULIA FAYE—VICTOR VARCONI
THEODORE KOSLOFF

Produced by

Cecil B. De Mille

Tremendous scenes in the romance of a Russian princess and a peasant boatman!

Cecil B. De Mille's Screen Masterpiece I.

AT THE **QUEEN'S** TO-DAY TO SUNDAY
At 2.30, 5.10, 7.15 & 9.20.

A POPULAR NEW STAR'S FINEST PICTURE I

SPOILERS OF THE WEST

starring **TIM MCCOY** and
MARJORIE DAW.

A thrilling story of war against outlaw trappers and a beautiful romance in the popular new western hero's finest picture!

With
WILLIAM FAIRBANKS.

AT THE **WORLD** TO-DAY & TO-MORROW
Orchestra Interpreter
5.15 & 9.20 2.30 & 7.15

LOVE, LIFE AND LAUGHTER in an amusing story of the escapades of a modern young miss who could be taught nothing about love!

MARION DAVIES

in
THE FAIR CO-ED

AT THE **STAR** TO-DAY & TO-MORROW
Continuous 2.30 to 11.15.

QUEEN'S

Danger!



CHANG

MONDAY TO SATURDAY NEXT

Advance Booking for Dress Circle

Open Daily From 11 A.M.

THEATRE ROYAL

THURSDAY, 20th SEPT.
At 9.15 p.m.

FAREWELL
VIOLIN RECITAL

By
HECILIA HANSEN

"THE MOST POPULAR ARTIST EVER TO TOUR THE ORIENT"

POPULAR PROGRAMME
AT THE PIANO

BORIS ZAKHAROFF.

PRICES:—\$4, \$3 & \$2

BOOKING AT MOUTRIE'S.

DIRECTION:—A. STROK.

Don't worry. I'm here!

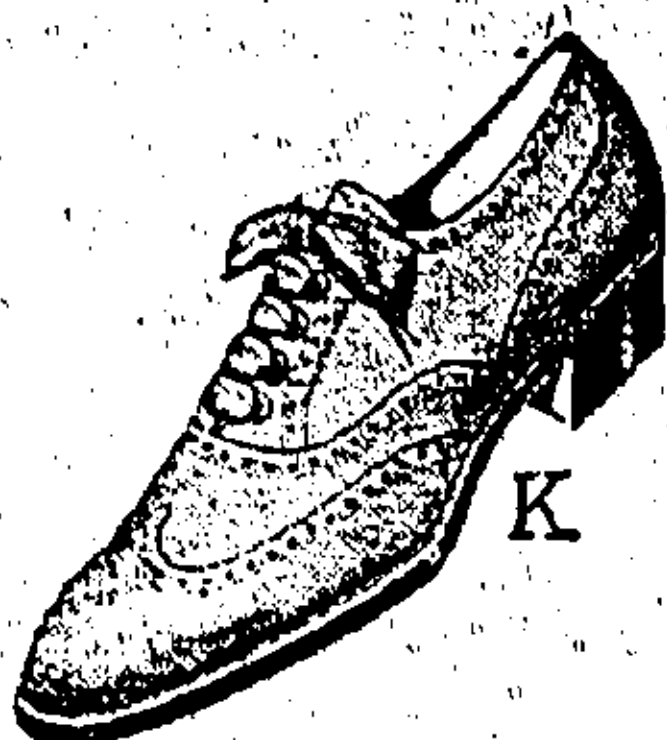
A Welcome Visitor

at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with

KEATING'S

The query naturally arises as to the nature of the trouble. It would be a fruitless task to repeat the many rumours and the accusations of intrigues by foreign Powers. But through all the mist of conflicting stories it does seem to be generally believed by both Chinese and foreigners that these raids are not the work of mere brigand bands but are part of a definite strategic plan—guerrilla raids to distract and dissipate the Chinese forces, while a larger body of Mongol troops waits the chance to strike a decisive blow. It is believed that behind this strategy the political aim is to detach Barga from Heilungkiang Province and to make it an integral part of the autonomous state of Outer Mongolia. —*Peking and Tientsin Times*.

Why K "Plus" fittings Fit.....



Instead of expecting your foot to conform to a stock shaped shoe, the makers of K Shoes have provided a special range of fittings for feet of individual shape. They are called K "Plus" Fittings and they have heel parts one fitting narrower than the foreparts.

If your Shoes seem too loose at the heel or too tight across the toes ask to try a K "Plus" fitting. There is a pair of K Shoes that will fit your feet to a nicety.

Plain or Semi brogue in various widths and half sizes.
From \$19.50, less 10% Discount for Cash

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

"King George IV" Old Scotch Whisky



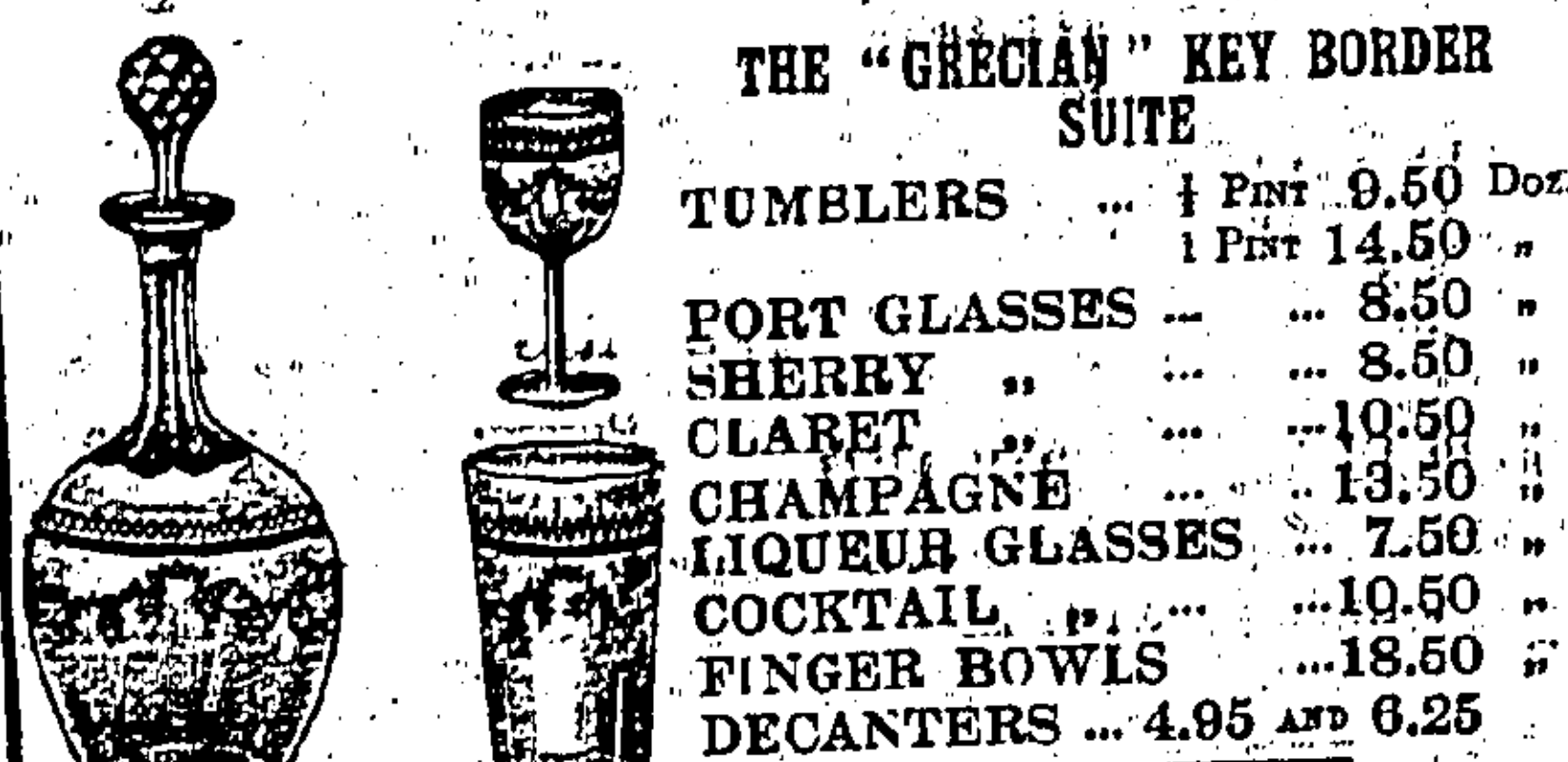
All 'round
the world it's
"King George IV."
for
Quality

THE DISTILLERS AGENCY LIMITED
EDINBURGH SCOTLAND

SOLE AGENTS:
GANDE, PRICE & CO., LTD.
TEL. C. No. 135. HONG KONG.

WHITEAWAYS

"BELGIAN CRYSTAL GLASS"
NEW STOCKS OF THE FOLLOWING PATTERNS IN BEST
CRYSTAL GLASS JUST ARRIVED



THE "BALMORAL" SUITE
TUMBLERS ... 1 Pint 10.50 Doz.
1 Pint 15.50
PORT GLASSES ... 9.50
SHERRY ... 9.50
CLARET ... 10.50
CHAMPAGNE GLASSES 15.50
LIQUEUR GLASSES ... 8.50
COCKTAIL ... 10.50
FINGER BOWLS ... 18.50
DECANTERS ... 4.50 and 5.50

CUSTOMERS ARE ADVISED TO TAKE AN EARLY
OPPORTUNITY OF REPLENISHING THEIR SUITES.

WHITEAWAY, LAIDLAW & CO., LTD.

LIGHT SEAPLANE CLUB FOR HONG KONG?

ENTHUSIASTIC MEETING YESTERDAY.

SUBSTANTIAL GOVERNMENT SUBSIDY HOPED FOR.

THE COST OF CIVILIAN FLYING.

A large number of local gentlemen attended a meeting called yesterday afternoon by Mr. R. Vaughan Fowler to discuss the formation of a Light Seaplane Club for Hong Kong. Considerable enthusiasm was shown for the project, which, if it can get Government support, will probably be launched before very long. Twenty-one names were entered for prospective membership and a small committee was formed.

Mr. Vaughan Fowler gave an interesting lecture in which he described the coming of the light aeroplane, and touched on the various aero clubs at home and in Singapore. An estimate of the capital required and the probable flying expenses of members was given together with a very detailed description of the financial aspect of the project in general.

The speaker seemed fairly confident of governmental support without which the formation of the club seems rather difficult, and pointed out the use that a V.D.F. of the air would be in times of emergency. Several questions were asked and answered in reference to insurance risks, and the area over which it would be possible to fly.

HOW THE TREATY OF VERSAILLES HELPED AVIATION.

Mr. Vaughan Fowler speaking of the development of the light aeroplane and seaplane, and the consequent formation of Flying Clubs throughout the British Empire, said:—

First of all I must take you back to the time just after the Great War, when the general public started to take an active interest in aviation, that is civil aviation. Restrictions were placed on the development of the German Aircraft Industry, which roughly speaking limited the horse power that might be installed in German built aircraft. The result was that German designers improved the design of their aircraft to obtain better speed and lift, rather than taking the easier path of installing more powerful engines in old designs.

It also had another result, the building and flying of Gliders, or motorless aeroplanes. These Gliders obtain their power from a wind blowing against the face of a hill or cliff, and although they are very useful for obtaining statistics that enable the designer to improve his design, as a vehicle of transport they are useless.

A Motor Cycle Of The Air.

About the end of 1922 this Glider movement was taken up in England, largely encouraged by the *Daily Mail* who offered a prize for the first man to set up a new record. Those of us who were actively interested in Gliders soon realised that they were of little commercial value, and that the general public would never be able to make use of them. There was a demand for a cheap aeroplane, and the aircraft industry took a step forward in the hope of developing a "motor cycle" of the air, for everybody's use, in making the Gliders slightly larger and fitting a motor cycle engine of from 8 to 15 horse-power. Some of the results were wonderful, and I have actually flown over 150 miles, in a 10 h.p. light aeroplane at nearly 60 miles per hour, but one had to be an experienced pilot to do it, the sensation one got might be compared to "drifting on a feather." But these little aerial motor cycles were toys, and as such were not suitable for teaching flying on, or for the inexperienced pilot to go dashing round the country side in. However, they did serve a useful purpose, by proving that a small robust low power aeroplane could be built, and the industry set to work and produced what has since become known as the light aeroplane or seaplane, fitting with a 60 h.p. engine and capable of carrying two people with dual control.

The First Light Planes.

De Havilland's first with their "Moth" fitted with a 60 h.p. Cirrus air-cooled engine, they were closely followed by other firms amongst whom were: Blackburns with their "Bluebird" side by side machine, Avro's "Avian" and more recently, the Westland "Widgeon" and the Parnall "Imperial". This class of aeroplane or seaplane is not a "toy" one and all have proved themselves capable of flying long distances, at high speeds, and above all they are easy to fly and are safe, a pilot has to go to take extreme liberties to come to grief. Here obviously was the type of aeroplane for the general public to learn to fly on, and to carry on flying afterwards.

Formation Of Aero Clubs.

The problem now arose, how were the general public going to be catered for, and after much talk a scheme for the forming of six Light Aeroplane Clubs was drawn up and placed before the Civil Department of the Air Ministry. Briefly the scheme was this: the Clubs should be formed as Limited Companies, they were to receive £2,000 towards equipment and £1,000 towards the first year's expenses, the same payments to be made to them in the second year provided that their first year's work justified it. To this the Air Ministry agreed and the Treasury paid the money, keeping up the subsidy after the first year.

Those first Clubs have been a very great success, and the Government have increased the number of subsidized Clubs in the British Isles, whilst other places not being so lucky as to have a supported Club have started on their own, and there are a number of these Clubs going well. These unsubsidized Clubs have, however, nearly all received the gift of one or more aeroplanes, and practically all the work in connection with them is done voluntarily. They total about 3,000 members and the flying hours come to well over 1,000 per week.

Those first Clubs have been a very great success, and the Government have increased the number of subsidized Clubs in the British Isles, whilst other places not being so lucky as to have a supported Club have started on their own, and there are a number of these Clubs going well. These unsubsidized Clubs have, however, nearly all received the gift of one or more aeroplanes, and practically all the work in connection with them is done voluntarily. They total about 3,000 members and the flying hours come to well over 1,000 per week.

Let us now compare the lines on which the Singapore Club was started. Those responsible placed a scheme before the Government, and they received all the necessary capital, a subsidy of £20,000 per annum; the Government also undertaking to pay the pilot instructor of the Club.

The London Aeroplane Club working on the English system has the following charges for members:—
Entrance fee £3. 3. 0.
Yearly subscription 3. 3. 0.
Dual instruction per hour 1. 10. 0.
Solo flying per hour 1. 0. 0.
Whilst the Singapore charges are:—
Entrance fee \$25.00
Monthly subscription 5.00

The Singapore Club hoped to be able to give, i.e., flying, but I understand that they find that this will not be possible, although a good deal has already been given, so they proposed to institute a charge for petrol and oil, which will probably be about \$5 per hour.

PROPOSALS FOR HONG KONG.

SEAPLANES MORE SUITABLE.

I now come to my suggestions for the formation of a Light Aeroplane Club for Hong Kong.

It is necessary to decide first what type of a Club it is to be, that is, is it to be a Landplane or a Seaplane Club. The nature of the surrounding country really decides this question for us, there are no landing grounds for aeroplanes other than Kai Tak, and perhaps Fanning Race Course, on the other hand, there is an unlimited supply of water suitable for landing and taking off. So we can make up our minds if there is going to be a Flying Club it must be a Seaplane Club.

Capital Of \$60,000.
The next step is to find out how much capital will be required, as you have probably seen in the papers, I have given the sum as \$60,000, and I will now explain how this figure is arrived at.

The Club would require a hanger and club rooms, for this purpose I have allowed \$10,000.
The obvious machines that the Club would require are a "Moth" or possibly an "Avian" Seaplanes which cost \$12,500 including the cost of transport each, so if we start off with two the total cost of the Club machines will be \$25,000. It is hoped, however, that the Club will eventually have at least six machines and the hanger should be built to accommodate this number.

I consider that it would be necessary to have one spare "Cirrus" engine, as this would enable the machines to be kept in action whilst the engine overhauls were being carried out, the cost of this spare engine would be \$2,750.

It would also be necessary for the Club to hold a certain number of spares, more than the number required by Clubs at Home, it is not necessary for me to go into details at the moment, but I estimate that about \$10,000 would be required for these, so if we add all these sums up, we arrive at a total outlay on material of \$47,750.

If we deduct this total from the suggested capital of \$60,000 we find that we have \$12,250 left, which sum I think would be sufficient to cover the preliminary expenses.

Annual Flying Costs.

Let us next examine the operational costs, per annum, to arrive at some figures I have assumed that the Club machines fly 1,000 hours a year. First of all we must have a pilot instructor, his duties would be the control of all club flying, giving dual instruction, and the general management of the Club, a reasonable salary for him would be \$7,000 per annum with \$2.50 per hour flying pay, so if he flew 500 hours in the year he would receive \$1,500 in addition to his salary.

A fully qualified ground engineer would also be required according to regulations and I have put his salary at \$4,500 per annum, so the Club flying staff costs \$12,500 per annum.

Insurance.

One of the heaviest expenses that the Club would have to face would be insurance, I do not propose to go into details, as no accurate figures are available for Hong Kong, but with the help of the Singapore Club I have been able to arrive at a figure which is sufficiently accurate to be useful, and this figure is \$8,000 per annum. This premium would cover the Club machines, the staff and all third party risks, but it would not cover the members.

Depreciation.

We now have to consider the depreciation of the machines, a very reasonable figure is 50 per cent. per annum, so this costs the Club \$6,000 a year. If this sum were set aside out of the income, at the end of the five years it would be possible to buy new machines without having to increase the capital. The actual machines would not be useless at the end of this time, especially as I would recommend the Club to have a \$3 per hour flying maintenance fund which would enable the engineer to keep the machines and engines in such excellent condition that they would hardly depreciate at all.

Running Costs \$44,250 p.a.

Petrol and oil for 1,000 hours would cost approximately \$5,500, but this might be reduced if the Company gave special rates, which I have no doubt they would. The general and overhead expenses should not be very great, to be on the safe side I have allowed \$10,000 per annum for them.

By the simple method of adding these figures up we arrive at a total of \$44,250 which is the estimated running cost of the Club per annum.

Use To The Government.

It seems to me that a Flying Club in Hong Kong would be of great service to the Colony. If it were organized on proper lines there is no reason why its machines and members should not be considered as an Air Force Reserve, or they might be formed into an Air Squadron of the Hong Kong Volunteer Defence Force. To have a number of trained pilots and engineers in the Colony and a certain number of planes would be of great value in case of any sudden emergency, for they could mobilize instantly, and be put to various obvious uses long before an air squadron could arrive here from Home.

If the Club could be started with this idea behind it I think there is a very strong case to put before the Government, requesting their wholehearted support, not only in a provision of capital to start, but by giving an annual subsidy.

Membership.

To enable those in the Colony who do not wish to take an active part but who desire to support the movement, I suggest that there should be two types of membership, the "flying member" and the "associate member." I consider that it should be possible to obtain 200 associate members and 50 flying members, all should pay an entrance fee of \$30, associate members paying \$10 per annum whilst flying members pay \$5 per month. Singapore has 100 members nearly all of whom fly.

Government Subsidy \$35,000 p.a.
If the Government would use the Club machines and its members as a local Air Force, they should support the Club by a yearly subsidy of about \$35,000 then if the Club members paid \$10 per hour for dual instruction (they would need 7 or 8 hours) and \$5 per hour solo flying the Club would be able to run very successfully.

Cost For Flying Member \$300 p.a.

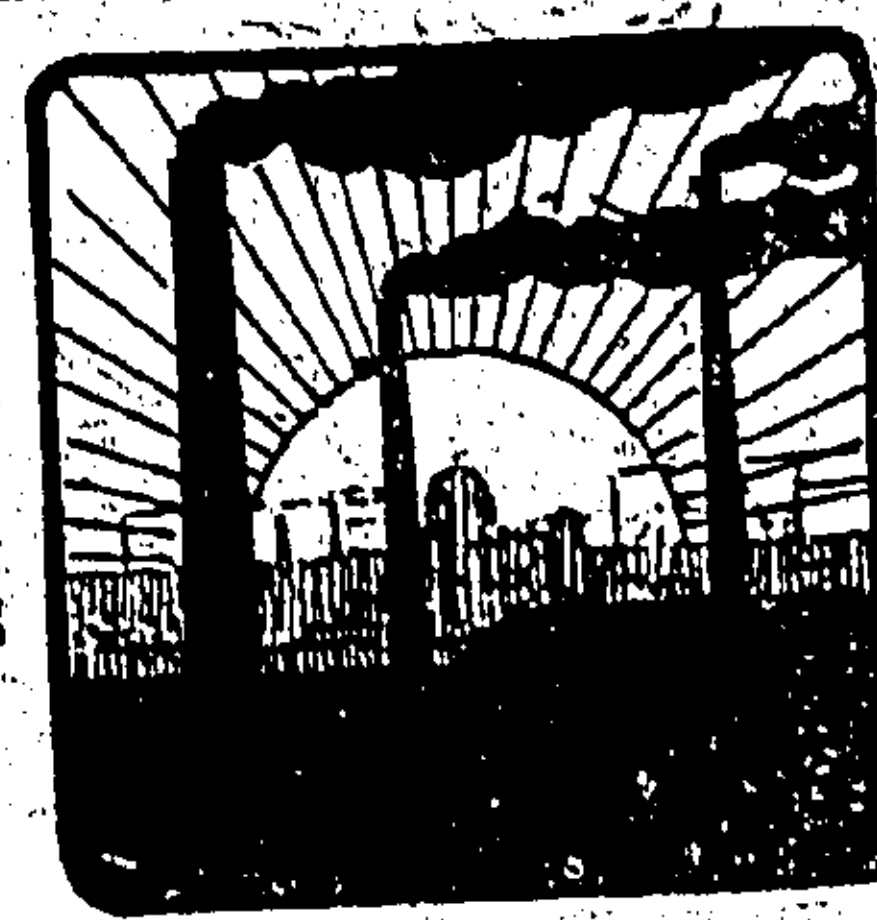
The costs for the flying member for his first year would work out:—

Entrance fee \$30.00
Monthly subscriptions 60.00
Dual instruction 8 hours 80.00
Solo flying 80.00
Total \$250.00

(Continued on next column).

KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE



HOME,
FACTORY
AND
BUNKERS

POWER
HOUSE,
TUGS &
LOCOS.

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

MR. WOO HAY TONG'S GIFT TO HONG KONG.

TRIBUTE FROM DIRECTOR OF
EDUCATION.

\$8,400 YEARLY FREE
SCHOLARSHIPS.

At a meeting of the Board of Education on Wednesday, reference was made by the Director of Education to Mr. Woo Hay Tong's munificent gift of \$100,000 bringing in an annual income of some \$8,400 in aid of education and for provision of free scholarships in this Colony. Mr. A. E. Wood, Director of Education, said that he was glad to have this opportunity of formally announcing Mr. Woo's generosity to the Board, and added that a scheme had been drawn up providing free scholarships throughout all the Government Anglo-Chinese Schools, and that the additional St. Joseph's College, the Diocesan Boys' School, and the Diocesan Girls' School would come in for substantial benefit.

Mr. H. K. Woo, a member of the Board and a brother of Mr. Woo Hay Tong, replied that his brother had for many years been anxious to do something for education in Hong Kong and that at one time he had thought of starting and endowing a school of his own, but as he found himself unable to devote the time necessary to the proper development of this project, he had decided to place this sum at the disposal of the Director of Education who he felt sure would be able to apply it adequately and make the best use of it in the public interest.

The Board passed a resolution expressing its grateful appreciation of Mr. Woo Hay Tong's generosity.

After this let us assume that the member flies four hours per month, it will, therefore, cost him \$25 per month or \$300 per annum.

A Committee Formed.

Mr. Vaughan Fowler then asked for one or two people to join him in forming a Committee, which would work the suggestion up and investigate the whole question with a view of placing proposals before the Government.

Mr. C. D. Lambert and Mr. A. W. Summers volunteered for the committee and Mr. M. E. Key undertook to give assistance with any secretarial work which might be required.

Insurance Risks.

Several people present asked for details of the insurance which the lecturer had mentioned, and it was explained that in no case would any claim be made on members. If a member killed or injured himself when flying that was his own affair, but if he injured either a passenger or the person or property of any other individual, the Club insurance would cover the claims. In the same way he would not be called upon to make good any damage he might do to one of the Club machines, the income of the Club was estimated at a rate to cover such damage.

Possible Area Of Flying.

With regard to questions asked as to the area over which it would be possible to fly and with regard to customs, the lecturer said that flights could be taken over Hong Kong and the New Territories. He did not anticipate any difficulties with the Canton Government with this question especially as he was trying to organize a Chinese flying Club there. When any aircraft flew over foreign territory it must leave from the customs hanger or from the seaplane barge and satisfy the customs there; if the pilot lands in foreign territory, he must either do so at the customs hanger there or at once notify the officials of his landing.

Owner Pilot.

Mr. Vaughan Fowler said further that he believed at least one local enthusiast intended to buy his own machine, and members who owned their machines might house them at the Club Hanger where they would be kept in repair. Classes would be held to teach the theoretical side of flying if the Club were formed, which members might attend at a nominal fee.

EARLY BURIAL OF THE DEAD.

REQUIRED UNDER CANTON
REGULATIONS.

The Canton Municipal Council has accepted a set of regulations submitted by Dr. Ho Chi Cheung, Head of the Bureau of Public Health, prohibiting the practice of keeping dead bodies in houses for several days, and in some cases even months, before interment. This is a custom handed down from old days, and is done for the purpose of enabling relatives in distant places to return and pay their respects to the dead before burial. From a health point of view, however, this custom cannot be too strongly condemned, and it is with a view to safeguarding the health of the public that these regulations are now framed.

The regulations are as follows:—
1.—All deaths are to be reported to the Health Section of the nearest police station within twenty-four hours of the death occurring, and the Bureau of Public Health will be notified by the police on receipt of such report.

2.—Dead bodies must be placed into coffins within twenty-four hours of death occurring, and the coffin must be removed to the outskirts of the city within seven days.

3.—In case of death from infectious or contagious disease the body must be buried within twenty-four hours.

4.—In case of death under circumstances that call for enquiry by the Courts of Justice, an immediate report must be made to the Bureau of Public Health giving full information. A special permit is to be obtained from the Health Bureau to allow the body to be kept in the house temporarily but in all cases a coffin must be used, with due precautions for the sealing of all joints.

5.—The police are empowered to enforce observance of these regulations.—*Canton Gazette.*

DOG LICENCES FOR CANTON.

TO BE MODELLED ON HONG
KONG RULES.

Owners of dogs will soon be obliged to pay for the privilege of keeping canine friends, under the latest regulation promulgated by the Canton Municipality. Canton abounds with stray dogs and the poor creatures constitute a nuisance. There is also the danger of rabies.

For the protection of the public, and also in the interests of public health and safety the Municipal authorities have decreed that all dogs must bear licences. The Bureau of Public Safety has been entrusted with the task of formulating regulations to govern this matter, and early announcement of the new rules may be expected. It is believed that the regulations will in all probability be patterned after the rules now in force in Hong Kong.—*Canton Gazette.*

WHY HE STOLE A BOAT.

MAN WHO SAID HE WANTED
TO JOIN FOREIGN LEGION.

When Ferdinand John Parrie was charged at Southend-on-Sea with stealing a boat at Shoeburyness he said the boat he stole to try to get to France to join the Foreign Legion.

It is useless to send me to prison," he said. "I want treatment."

At five years old, I was being pushed through fanlights, and at 12 I was charged with murder in the name of Fred Weston. I have since then been to Borstal institutions, industrial schools, and in prisons all over the country. The police report put in record-breaking and theft and stated that Parrie escaped from a Borstal institution. No mention was made of any murder charge.

Parrie was sentenced to six months' imprisonment, the chairman stating that he would have medical attention while in prison.

A NAVY FOR SALE.

CANTON'S 24 OLDEST GUNBOATS.

STILL SERVICEABLE FOR CARGO!

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Sept. 13th.

Admiral Chen Chak, head of the Naval Department of the Canton Government decided to sell all the old and more or less crippled gun boats and spend the money thus realized on up to date men-of-war. There are altogether 24 obsolete gun boats of various sizes and ages in Canton Harbour, all of which are to be sold to the highest bidder. The prices range from \$100 to \$11,000 each. If all of them are sold at the lowest prices asked by the Naval Department, the money realized would be \$247,800.

The public has already been notified and the particulars and regulations governing the disposal of these aged war vessels urge the merchants, especially those engaged in shipping, to avail themselves of this opportunity and buy the Government vessels. Any one desiring to make a purchase must send in a written petition to the Naval Department stating the name of the vessel wanted and the amount offered which must be at least what the Department ask for it. The vessels will then go to the highest bidder. They must be cleared off between now and October 10th. At the time of sending in his tender the prospective buyer must make a deposit of 30 per cent. of the upset price of the vessel. If he gets the vessel, this money will be deducted from what he pays and if he is outbid his money will be refunded at the end of the month.

The ancient flotilla lies at anchor on the Pearl River and its units are open to inspection upon producing a permit from the Naval Department. Many of these vessels were sunk during the fight in 1925 in Canton between Liu Chin Wan and Yang Hsi Min on the one side and the Allied Forces led by Chiang Kai Shek on the other and subsequently salvaged. As they are no more use as warships it is thought they would do as merchant ships of a sort.

KWEICHOW AND THE LEUNG KWANG PROVINCES.

ENVOY AT CANTON.

CO-OPERATION DESIRED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Sept. 13th.

Mr. Mo Yueh Tsai, the Envoy of the Provincial Government of Kweichow, arrived in Canton this morning from Kwangsi where he had been conferring with General Wong Shiu Hung regarding the work of reconstruction going on in that Province. The Kweichow Envoy is staying at the Headquarters of the 15th Army in Kwangsi (Guild House on the East Bund). He was escorted there by a group of officers from Headquarters which had been informed by a telegram from General Wong Shiu Hung of the arrival of the Kweichow representative.

Mr. Mo said that he had been in Kwangsi conferring with various Government officials regarding the mining industries and the construction of provincial highways. He was in Luchow on the 8th of this month and had a lengthy talk with General Wong Shiu Hung. The Kweichow representative was highly pleased with the fine provincial highways of Kwangsi. He was told that over 5,000 li of roads have been completed and other roads are under construction. The Kweichow Government wished to co-operate with the Leung Kwang Provinces in all reconstruction work.

At some later date General Chow Si Shing, Commander of the 25th Army and head of the Kweichow Provincial Government, will also make a trip to Canton. Such a trip has been proposed and the Canton regime is most eager to see him. But it is not known with any degree of certainty as to when he will be able to come. Kweichow is a mountainous and poor province, but has a large amount of valuable minerals. It is with a view to developing his Province that the General is contemplating of visiting Canton.

A BIG BANKING PROJECT.

No one is more enthusiastic about the industrial development of the South-Eastern Provinces than Marshal Li Tsai Hsin, who wants to consolidate not only

UNEMPLOYMENT IN CANTON.

AT LEAST 16,000.

GENERAL BUSINESS DEPRESSION.

MANY BANKRUPTCIES REPORTED.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Sept. 13th.

The problem of unemployment is assuming a serious aspect in Canton. The latest figures show that there are to-day over 8,500 laborers without jobs. This indicates only the returns from the approved labour unions which have been gathered by the Police acting under instructions from the Government. There has been no way of finding out the number of unemployed among the workers whose unions have been dissolved. It is thought that they must be at least equal to the number just quoted. "General business depression" is given as the chief reason for these men being without work. The problem has been urgent for the past ten months and more, and is getting more acute every day.

It is not confined to any particular trade, but the slump is general throughout the city. Another contributory cause is that the employers have been allowed a greater degree of freedom in hiring and discharging their employees. Consequently they retain only the best workers. This has particularly been the case with the shipping merchants, both foreign and native, who have recently discharged more than 3,000 of their unionist employees, and have hired non-union workers to fill their places.

A recent statement of the number of unemployed and their trades was as follows:

Stone Cutters	2,345
Blanket and Feather Workers	120
Paper Dyeing Workers	40
Store Cashiers and "all-round" workers	300
Five Crackers Workers	50
Jewelry Workers	50
Theatrical Musicians	100
Union	35
Matched Workers	60
Sack Wrappers	60
The Chinese Seamen's Union, Kwangtung Branch	over 5,000
Theatrical Garments Workers Union	84
Pile Drivers Union	over 200
Chinese Opera Workers and Actors Union	400
Total	8,500

This army of unemployed includes several hundred women. In some cases the number of female unemployed in a trade exceed the number of male out-of-workers. Thus among the Chinese Opera and Actors Union the number of females unemployed is 320 as against the 80 men unemployed.

OVER 30 BANKRUPTCIES A MONTH.

In conversation with the officers of the Canton Chamber of Commerce our correspondent was informed that the number of firms going into bankruptcy is greater now than ever before. They said that for the past few months the number of firms in liquidation has been handled by the Chamber has been between 30 and 40 per month whereas formerly it was only two or three at most for the same period. Many of the shop keepers simply packed up and secretly left their establishments because they were deeply in debt and could not face their creditors.

Kwangtung, Kwangsi and Kweichow, but also Hunan and Yunnan. When the Marshal was last in Canton, he proposed to establish an industrial bank with a huge capital to supply money for industrial undertakings in these five Provinces. Each of these Provinces was to put in a certain amount of capital. But private capital is also invited, so that the bank was to be semi-official and semi-private. Especial efforts will be made to induce the rich overseas Chinese, particularly those from the Straits Settlements, to invest in the project. Marshal Li has been conferring with the representatives of these Provinces in Nanking, who are all in accord with his proposal. The Committee on Reconstruction has already drafted a set of regulations on the formation of the projected bank and the document has been forwarded to the Provincial Councils of these five Provinces for consideration. As soon as Marshal Li returns to Canton from Nanking, a conference will be held to discuss the capitalization of the institution. The headquarters of the bank will be in Canton.

"NAPOLEONS OF FINANCE."

"AND A SORT OF SOVIET COMMITTEE."

LOCAL SOLICITOR'S DESCRIPTION OF MING YUEN'S SHAREHOLDERS.

To the Chinese in Hong Kong, the Ming Yuen Garden at Quarry Bay, where several attempts have been made to start a "pleasure-land" like Lee Garden, is *Aoooda*. Every effort to make it pay has ended in failure, the garden was closed for a long time, and it was only recently opened again by a few enterprising Chinese. They met with no better luck and among other debts which they owed was a sum of \$112 due to the Hing Fook firm of decorators.

This company, through their solicitor, Mr. C. A. S. Russ, sued Leung Sik Pun, Wan Man Tuen and Cheung Tang Ip, all of the Ming Yuen Garden, and So Mun Ting, of No. 203, Queen's Road West. The case came before Mr. Justice P. Jacks at the Summary Court, the defendants being represented by Mr. J. M. Remedios.

Mr. Russ, in outlining his case, said that the amount was for decorations on the opening day of the garden and that the trouble had arisen owing to changes in the management of the defendant company. When the order was given to the plaintiffs, the general manager was Tsang Yuk Ting. He and an assistant manager looked after the business in quite an efficient manner. "It very often happens in a company like this, however, that there are shareholders who believe themselves to be Napoleons of Finance. There were in fact three or four persons of this type who went round to the shareholders and made them dissatisfied with the directors. A meeting was accordingly held and the general manager and assistant manager were informed that their services were no longer required."

Committee Of Four.

Continuing, Mr. Russ said that as a result of this action the two managing directors retired and a sort of "Soviet Committee" of four shareholders took charge. At the time of the change the retiring directors insisted that the members of the committee should deal with all debts owing by the company. This arrangement was put in writing, and "As frequently happens in cases of this kind, when untied people take business posts, the company proved a hopeless failure, but as these representatives have taken over, dismissing the managers and undertaking to pay the debts, we are bound to sue these four representatives."

Coming to the bill, Mr. Russ said that he had taken it to the Court's interpreter, but it was so full of technicalities that it looked something like "a lawyer's bill to the layman," concluded Mr. Russ.

Evidence was then given by the manager of the plaintiff firm, Mr. Remedios, without calling evidence said that he had no case to answer. He submitted that the first defendant had not signed the agreement, and further the agreement only bound defendants to pay the company's debts from the company's assets and not from their own pockets.

His Lordship concurred and gave judgment for defendants with costs. His Lordship also held that the company should have been sued.

STOLEN SHIP ROPES.

"FENCE" HEAVILY FINED.

PLEA OF IGNORANCE NOT ACCEPTED.

As a result of several complaints made to the Police by masters of vessels who had their ships' ropes stolen, a Marine store-keeper was found to have in his possession 12 coils of ropes believed to have been stolen. He was also charged with not entering this item of his stock in his books in accordance with the terms of his licence.

The master of the marine shop was brought before Mr. W. Schofield at the Kowloon Magistracy yesterday. Mr. C. A. S. Russ appearing for the defence.

Defendant entered a plea of guilty, and said that the ropes were bought by one of his *jokis* without his knowledge; consequently the item was not entered in his books.

Mr. Russ asked for leniency saying that since the action was started, a man had brought some ropes to the defendant for sale, and taking the lesson to heart, he had been searching for the man at once and result that the man at once ran away. Defendant gave case but was unable to catch the man.

His Worship fined defendant \$500 on the charge of receiving stolen property and \$100 for not making the necessary entry in his books.

\$500 DAMAGES FOR FALSE IMPRISONMENT.

POLICE OFFICERS AND CIVIL CASES.

DEFENDANTS RESPONSIBLE FOR INSPECTOR'S ERROR.

APPEAL BEING CONSIDERED.

Judgment was delivered by Mr. Justice P. Jacks at the Summary Court yesterday afternoon in the case in which a fisherman of Tai Po Market claimed \$1,000 damages from the master and *joki* of a fish shop, and a Chinese detective for causing him to be wrongfully imprisoned for two days at the Tai Po Police Station.

His Lordship awarded plaintiff \$500 damages in all, and in the course of a lengthy judgment quoted Sir Frederick Pollock's Law of Torts, which stated *inter alia* that "Everyone is answerable for specifically directing the arrest or imprisonment of another, nor does it matter if he acts in his own interest or in another's."

The case concerned, it may be recalled, a fisherman living at Tai Po Market, who came to Hong Kong to obtain employment for his younger brother. It appeared that he owed the third defendant some money, and the defendant alleged that the plaintiff intended to go abroad without repaying the money. He therefore went to the District Officer at Tai Po to seek advice, but he was not able to get an interview as the District Officer was in Court at the time. He subsequently went to lodge his complaint with Inspector Watt, of the Tai Po Police Station, and as a result, a Chinese detective was sent with him to bring the plaintiff back to Tai Po from Hong Kong. Inspector Watt has since retired from the Force on a pension.

Mr. A. E. Arculli conducted the case for the plaintiff and the first and second defendants were represented by Mr. G. S. Hugh Jones.

THE JUDGMENT.

Following is the full text of the judgment delivered by Mr. Justice P. Jacks at the Summary Court yesterday afternoon.

This is a claim by the plaintiff for the sum of \$1,000, as damages for false imprisonment. The facts are shortly as follows: The plaintiff is a fisherman living at Tai Po Market. The first defendant is a shop assistant in the employ of the third defendant. The second defendant is a detective stationed at Tai Po and the third defendant is a fish dealer and a partner in the Wo Shing Hing Lung at Tai Po Market.

The plaintiff was indebted to Cheong Tai Kwai, the third defendant, to the amount of \$300, or more. On or about the 27th June the third defendant heard that the plaintiff had sold his ship, had bought a ticket for Sandakan and was about to leave the Colony. Whether this is true or not I do not know, but the plaintiff denies it. In any event on June 27th, the plaintiff did come to Hong Kong in the 11 a.m. train, and the third defendant lost no time in following, for he travelled by the next train about an hour later. Before leaving he went to see the District Officer, no doubt to obtain advice as to what course he should pursue in the circumstances. It was unfortunate for him that the District Officer was engaged in Court at the time, and Cheung Tai Kwai was in a hurry to get on the train. The plaintiff, for he then went to the Police about it. In going so he made his first mistake, for however efficient the police may be in their affairs, they are no legal advisers.

"The Outcome Of The Story."

Cheung Tai Kwai saw the Police Inspector at Tai Po and told him that the plaintiff owed him \$300 and had sold his ship and was going abroad. Whether he told the Inspector anything more, I do not know, as the Inspector has retired on a pension and left the Colony. But the outcome of the story told by Cheung Tai Kwai was that the Inspector sent a detective to Hong Kong with Cheung Tai Kwai to take the plaintiff back.

I am sorry that Inspector Watt could not be called to state what the complaint made to him was and why he acted in the way he did. At Tai Po Railway Station the first defendant joined the party. On arrival in Hong Kong the defendants soon found the plaintiff and took him back to Tai Po where he was taken to the Police Station and detained for two nights. He was then brought up before the District Officer and discharged.

Solicitor's Discharge. The plaintiff's story of the arrest differs from that of the defendants in detail. He says that force was used, he was roughly handled and that he was compelled to return to Tai Po. The defendants' account of it is that he came to them when they beckoned to him and went back with them almost cheerfully. There may be some truth in both stories, but the detective said that he understood his orders were to take the plaintiff back and that he would have used force if necessary. I have no doubt that the plaintiff was not free to do as he pleased and went back under compulsion.

The defendants' solicitor has admitted the arrest and imprisonment and that both were wrongful. But submits that the third defendant did not authorize it. The third defendant, Cheung Tai Kwai, stayed accordingly to October 13th.

Mr. Hugh Jones applied for a stay of execution pending the consideration of an appeal. His Lordship: Shall I stay it for fourteen days?

Mr. Hugh Jones: The counsel whom we wish to engage for the case is at present away on vacation, and I don't think he will be back before that time. As a matter of fact most of the members of the jury are at present away.

His Lordship asked Mr. Arculli whether he had any objection to judgment being stayed for a month. Mr. Arculli said that he would leave the matter in the hands of his Lordship, and judgment was stayed accordingly to October 13th.

SPECIAL OFFER

SILVERWARE-ELECTRO-PLATE

HAND-CUT GLASS

AND

JEWELLERY

IS OFFERED AT

CASH 15% DISCOUNT



THIS WEEK

Goods that have recently arrived are included in the above offer.

LANE, CRAWFORD, LTD.

JEWELLERY DEPT. - GROUND FLOOR.

SOME RECORDS WE RECOMMEND



ORGAN MEDLEYS of POPULAR SONGS

QUENTIN M. MACLEAN

at the Shepherd's Bush Pavilion

9300 [ORGAN MEDLEY OF SONG HITS— Parts 1 and 2.

9301 [ORGAN MEDLEY OF SONG HITS— Parts 3 and 4.

Introducing: Part 1.—Charmaine; The Doll Dance; A Little Girl a Little Boy; A Little Moon; Diane; Bye-Bye Pretty Baby. Part 2.—Me and My Shadow; Every Morn, Every Noon, Every Night; Just Like a Butterfly; Little Brown Baby. Part 3.—Drifting and Dreaming; When, O Where Do I Live? Just Another Day Wasted Away; C'est Vrai; One Summer Night. Part 4.—Dreamy Devon; Honey Bird; Sunset Down in Somerset; When Lights are Low in Cairo.

Anderson Music Co., Ltd.

STEAL A MARCH ON TIME—

Consider yourself in December now and make sure of getting that gift Annual.

- TIGER TIM'S ANNUAL 1929.** ... \$4.50
A volume to be treasured by all children up to 12 years of age.
- THE NEW NATURE BOOK.** ... \$4.50
Lavishly illustrated by hundreds of charming photographs direct from life.
- PLAYBOX ANNUAL 1929.** ... \$4.50
An big a favourite as ever with all children between 5 and 10 years of age. Scores of adventure stories, jokes, riddles, and fairy tales.
- PUCK ANNUAL 1929.** ... \$4.50
An ideal gift book for boys and girls of all ages.
- THE PLAYTIME ANNUAL 1929.** ... \$4.50
A delightful book for boys and girls from 6 to 12 years old. Full of amusing pictures and stories.
- THE GREYFRIARS HOLIDAY ANNUAL 1929.** ... \$4.50
A large number of stories dealing with the exploits of famous schoolboy characters. There are also exciting adventure tales.
- THE CHAMPION ANNUAL 1929.** ... \$4.50
Adventure, Athletics! School! Stories and articles touching on every phase of a schoolboy's life crowd the pages of this splendid book.
- EVERY BOY'S HOBBY ANNUAL 1929.** ... \$4.50
A splendid book dealing in a new way with all the hobbies that interest boys. "How-to-make" articles lavishly illustrated by photograph and pictures, exceptionally easy to follow.
- THE SCHOOL FRIEND ANNUAL 1929.** ... \$4.50
A book that will delight the heart of every schoolgirl.
- THE SCHOOLGIRLS' OWN ANNUAL 1929.** ... \$4.50
A firm favourite with all. A book for girls who are still at school—from the youngest to the oldest.
- THE GOLDEN ANNUAL FOR GIRLS 1929.** ... \$3.40
This annual contains entrancing stories of school life, adventure, mystery, etc., for schoolgirls of all ages.
- CHUMS 1929.** ... \$9.50
322 pages of reading and twelve colour plates. Stories of football, cricket, adventure, etc.
- THE BRITISH GIRL'S ANNUAL 1929.** ... \$3.75
Girls of all ages will revel in this favourite annual with its delightful stories.
- THE BRITISH BOY'S ANNUAL 1929.** ... \$3.75
The ideal annual for boys of all ages.
- LITTLE POLKS 1929.** ... \$3.75
A volume brimful of originality for boys and girls from 8 to 16.
- CASSELL'S CHILDREN'S ANNUAL 1929.** ... \$3.75
- BO-PERP'S BUMPER BOOK 1929.** ... \$2.65
- THE BRUNBOYS' ANNUAL 1929.** ... \$2.65
- THE CHICKS' OWN ANNUAL 1929.** ... \$2.65

AND A HOST OF OTHER TITLES.

KELLY & WALSH, LTD.

THE BOOKSHOP.

CHATER ROAD.

NEW ADVERTISEMENTS.

THE HONG KONG BOXING ASSOCIATION.

NOTICE IS HEREBY GIVEN that the NINETEENTH ANNUAL GENERAL MEETING of the HONG KONG BOXING ASSOCIATION will be held at Messrs. JAMES MATHESON & Co., Ltd.'s BOARD ROOM on 20th DAY of SEPTEMBER, 1928, at 5.30 P.M. for the following purposes:

1. To receive the General Committee's Report and Statement of Accounts for the year ending the 30th day of June, 1928.
2. To elect a Chairman, Vice-Chairman, Official Referee, Manager, Secretary and Treasurer and the General Committee for the year 1928-1929.

By Order of the General Committee.
T. G. BENNETT,
Hon. Secretary & Treasurer.
Hong Kong, 13th Sept., 1928. [6714]

PUBLIC AUCTION.

THE Undersigned have received Instructions

To Sell By

PUBLIC AUCTION,

ON

FRIDAY, 14th SEPTEMBER,

KOWLOON NAVAL DEPOT.

COMMENCING AT 9.30 A.M.

OLD AND SURPLUS

VICTUALING STORES

Comprising:—Serge, Flannel Clothing

Bannants, Sundry Articles of Mess and

Table Gear, including Electro Plate,

Cutlery, Hardware and Table Linen,

Clothing, and Condensed Provisions for

Poultry Feeding, etc.,

Terms of Sale:—As detailed in

Catalogue.

LAMMERT BROTHERS,

By Appointment Auctioneers to

the Admiralty.

Hong Kong, 23rd August, 1928. [6682]

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 3 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND

at Junction of Broadway Road and

New Road from Bowen Road to Tai

Hang, in the Colony of Hong Kong,

for a term of 75 years, with the option of

renewal at a Crown Rent to be fixed by

the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6685

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

fixed by the Surveyor of His Majesty's King,

for one further term of 75 years.

Apply to—

HUMPHREYS ESTATE &

FINANCE CO., LTD.,

Alexandra Buildings.

6689

G. B.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction

to be held on MONDAY, the 17th DAY of

SEPTEMBER, 1928, at 2 P.M., at the

Office of the Public Works Department,

Order of His Excellency the Governor,

of One Lot of CROWN LAND at

Morrison Hill Road, in the Colony of Hong

Kong, for a term of 75 years, with the

option of renewal at a Crown Rent to be

LUANCHOW CAPTURED BY NATIONALIST FORCES.

CHANG TSUNG CHANG IN FLIGHT.

WU PEI FU RALLYING TROOPS.

T. V. SOONG'S STATEMENT ON CHINA'S REVENUE.

According to reports from the vernacular Press which are derived from official sources, Marshal Wu Pei Fu is rallying some of his former leaders in north-west China. The Szechuan leader Liu Chuan Hsi is said to be supporting the Marshal, while Wu Hein Tan, who has been fighting Feng Yu Hsiang's forces in Shensi, is also on his side. Hupeh and Shensi are in his favour.

The retreat of the Chihli-Shantung forces still continues, but it appears that they are now making more determined efforts to check the Nationalist advance and heavy firing is reported. Also Pei Chung Hsi claims to have taken over 20,000 prisoners in the last few days. The Nationalists have captured Kuyeh and are attacking Wali, after the fall of which they plan to make a massed attack on Luanchow.

A Reuter cable on the other hand states that the Nationalists claim already to have captured Luanchow. There are rumours that Chang Tsung Chang has fled, while his army has either scattered or been disarmed by the Fengtienese on crossing the Luanho river. The generals are negotiating to be incorporated in the Nationalist army.

Robberies have become very prevalent in Tsinan, and the Japanese military authorities are unable to check the outbreak. A conference of the foreign Consuls has been held, but so far the trouble has shown no signs of abating.

T. V. SOONG'S STATEMENT.

[THROUGH REUTER'S AGENCY.]

NATIONALIST PLANS.

(Tsun Wan Tai Pan.)

SHANGHAI, Sept. 13th. In the course of a lengthy statement quoted by the Kuo Min, the Minister of Finance, Mr. T. V. Soong, declared that despite the disappointment in many circles at the inactivity of the Government since the completion of the Northern expedition, there was no question but that the country had made vast strides towards unity and order during the last two years. He considered that the "hull" was already being broken.

Referring to the Cabinet form of Government, which the Nationalists were adopting, Mr. Soong declared that one of the faults frequently appearing in the Commission form of Government, namely, power without responsibility, stood a good change of being corrected.

Turning to Finance, Mr. Soong stated that by October the Ministry of Finance would have absolute control in regard to national revenue over at least five provinces, while Kwangtung and Kwangsi had agreed to a programme of complete unification, starting with the immediate handing over of Customs surtaxes, and the partial rendition of the salt tax. This step Hunan and Hupeh would almost surely follow.

The formation of a Budget Commission and a Finance Reorganization Commission would, facilitate control of revenues throughout the country, and drastic reforms could be carried out according to a systematic plan without interference from any source.

Although he was aware that financial reforms could not be carried out "by one swoop of the ink brush," Mr. Soong believed they were moving in the right direction.

WU PEI FU RETURNS.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 13th. According to official information Wu Pei Fu, the ex-Marshal of the Northern Army, is now very active in Szechuan and rallying some of his former subordinates in north-west China. It is said that General Liu Chuan Hsi, a Szechuan leader, is supporting the ex-Marshal, while General Wu Hein Tan, who has recently been engaged with the Kuomintang in Shensi, is organizing a new force on the border between Szechuan, Hupeh and Shensi in support of the ex-Marshal.

GERMAN MINISTER.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 13th. The German Minister, von Borch, has left Peking for Germany via Siberia this morning. Councillor Fischer will be Chargé d'Affaires during von Borch's six weeks' absence.

CHANG TSUNG CHANG'S ARMY BREAKING UP.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 13th. The Nationalist claim to have captured Luanchow yesterday evening, and Chang Tsung Chang is unofficially reported to have fled, while his subordinates are negotiating for the incorporation of their forces in the Nationalist army.

Some of the Chihli-Shantung troops have scattered and others are reported to have been disarmed by the Fengtien forces on crossing the Luanho. The survivors are reduced to 10,000.

GREAT WELCOME AT CAIRO.

PRINCES VISIT TO KING FUAD.

NO FORMAL CEREMONY.

[THROUGH REUTER'S AGENCY.]

CAIRO, Sept. 13th.

A large and cosmopolitan crowd lustily cheered the Prince of Wales and the Duke of Gloucester, who were wearing mufti, on their arrival from Alexandria, accompanied by King Fuad's First Chamberlain. In conformity with the Prince of Wales' desire to avoid formality, there was no formal ceremony of welcome and no guard of honour.

KING AMANULLAH'S REFORMS.

OPPOSITION FROM PRIESTS.

MANY UNDER ARREST.

[THROUGH REUTER'S AGENCY.]

PESHAWAR, Sept. 13th.

That King Amanullah's plans of reform in Afghanistan are encountering opposition is shown by the news that two leading members of the Shor Bazaar priestly family were arrested together with twenty or thirty other mullahs and are awaiting trial at Kabul on a charge of agitating against the Government. It is reported that Sardar Usman Khan, ex-Governor of Kandahar, has also been arrested, and this news has excited his tribal territory.

FUNDS FOR EDUCATION.

(Wah Tsz Yat Pao.)

SHANGHAI, Sept. 13th.

The public schools and universities of Peking under Government control have been without financial support from the Government for a long time. The students of the "nine colleges" are starting a movement to demand through demonstrations that the Central Government should provide their colleges with sufficient financial support.

BUBONIC PLAGUE.

[THROUGH REUTER'S AGENCY.]

PEKING, Sept. 13th.

The North Manchuria Plague Prevention Bureau reports that bubonic plague is rife at Chien-chien, where there have been thirty deaths, and also reports that cases have occurred at Urga in the last few days.

EXAMINATIONS FOR POSTS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 13th.

It is announced that a competitive examination is to be held at the Foreign Ministry, Nanking, on November 1st, for the purpose of filling thirty vacancies in the diplomatic and consular services.

AMERICAN GARRISON.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 13th.

It is understood that the American Authorities had planned an early withdrawal to Manila of the Fourth Marine, constituting the American garrison at Shanghai, but owing to representations, the withdrawal has been postponed until November or December.

H.M.S. "BEE" AND CHINESE ON BANDIT HUNT.

[NAVAL WIRELESS.]

From a Naval Wireless message received here yesterday morning, it appears that the Chinese are co-operating with the British in an attempt to wipe out banditry in the middle Yangtze. The message states that reliable information has been received that certain huts were being occupied by bandits who had presumably seized upon them as a centre from which to carry out their work.

H.M.S. Bee, which was on the river at the time, was asked to take on a Chinese Colonel and thirty men of the 57th Division of Gen. Tao Chun's Hupeh Army at Shanghai, about 40 miles above Chenglin. The Bee then proceeded up the river to the point where the bandits were supposed to be and found that the information given was correct. The bandits were fired on by the Chinese troops and they decamped.

The troops landed and went in pursuit of the brigands but with what result was not stated.

BRITAIN'S TRADE FIGURES.

STEADY RISE IN EXPORTS.

COMPARISON WITH LAST YEAR.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 12th.

Figures for August show that British exports have again increased—for the fifth month in succession. They amounted in value to £32,217,000, showing an increase of £1,331,000 over July and of £2,806,000 over August of last year.

The figures are remarkable in view of the fact that the unemployment statistics show an increase. During the eight months of this year, exports have shown an increase of £20,461,000 compared with the same period in 1927.

Imports during August amounted in value to £27,700,000, showing an increase of £2,332,000 compared with July and of £7,584,000 compared with August of last year.

For the eight months of this year, imports show an increase of £2,253,000 compared with the corresponding period of last year.

AIR RACE ACROSS AMERICA.

NON-STOP COMPETITORS START.

DIFFICULT CONDITIONS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 12th.

Nine aeroplanes took off this morning from the Roosevelt Field on a 3,000-mile non-stop race to Los Angeles.

The competitors are likely to have to face fog and adverse weather in the Middle West regions.

The race is the principal feature of a series of aerial events in connection with an Aeronautical Exposition at Los Angeles. The winner is to receive \$2,500, whilst other prizes total \$2,000.

TATA STEEL WORKS.

STRIKE SETTLED AT LENGTH.

[THROUGH REUTER'S AGENCY.]

CALCUTTA, Sept. 13th.

The strike and lockout at the Tata Iron and Steel Works at Jamshedpur, which started in June, has been settled as a result of negotiations between the Board of Directors and the Swarnajit leader Chanda Bose.

AMERICA'S NAVAL PROGRAMME.

CURTAINED, CONSTRUCTION.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 13th.

Mr. Wilbur has stated that though the Navy Department is still convinced of the efficacy of the 19 year construction plan of seventy-one ships, it will urge the Senate in December to approve of the curtailed programme passed by the House of Representatives in March.

RELIGIOUS PEACE IN THE WORLD.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 12th.

A preliminary conference has opened here for the purpose of arranging a Universal Religious Peace Conference.

There were 124 delegates present, representing nearly all living religions. Sir B. C. Hurdwan (India) was prominent among the delegates from the East.

U.S. CHAMBER OF COMMERCE.

SHANGHAI APPOINTMENT.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Sept. 13th.

Mr. Carroll Lunt has been appointed to the position of Secretary of the American Chamber of Commerce.

OIL TANKER BLOWS UP.

MANY KILLED AND INJURED.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 12th.

Five people were killed and fourteen injured as a result of the blowing up of an oil-tanker at Southport.

NO INTENTION OF RESIGNING.

SIR AUSTEN CHAMBERLAIN INTERVIEWED.

GREATLY IMPROVED HEALTH.

[THROUGH REUTER'S AGENCY.]

BERMUDA, Sept. 12th.

Interviewed by Reuter's correspondent on his arrival here, Sir Austen Chamberlain said he had derived wonderful benefit from his voyage so far.

He declared that there was not the slightest foundation for the rumour that he had resigned, and added that he expected to resume his duties at the Foreign Office when he returned Home in November.

DIVIDING UP THE WORLD.

U.S. AGREEMENT WITH WALES.

TINPLATE MARKET.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 12th.

American and Welsh tinplate manufacturers have signed an agreement allocating the world's tinplate market, it is announced at Swansea.

The object of the agreement is to secure, if possible, the freedom of the United States from Welsh competition in certain markets where the Americans hold large capital investments in the local packing industry, while the European export market is secured to South Wales from American competition and the United States get priority of claim over the South American and Canadian markets.

In regard to the fear that the pact is playing into the hands of Germany, it is stated that a similar agreement is being arranged with that country.

A FILM-STAR'S FALL.

POLA NEGRI RECOVERING.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 12th.

The famous film star, Pola Negri, who was thrown from her horse in the Bois de Boulogne on Sunday and seriously injured, is now out of danger, and is expected to make a speedy recovery.

A MILLIONAIRE'S TRIALS.

LEVINE'S AEROPLANE SEIZED.

DUES NOT PAID.

[THROUGH REUTER'S AGENCY.]

LE BOUOIR, Sept. 12th.

The Customs authorities here have seized Mr. Charles Levine's aeroplane, Queen of the Air, which was being dismantled in readiness for shipment to New York.

It is stated that the seizure was made owing to certain Customs and flying dues not being settled.

Meanwhile, Miss Mabel Boll, the young American "Queen of Diamonds," who at one time intended to accompany Mr. Levine to America in the Queen of the Air, has left Paris for Cherbourg, en route for New York.

COURT OF INTERNATIONAL JUSTICE.

VICE-PRESIDENT ELECTED.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, Sept. 12th.

The Permanent Court of International Justice has elected the Swiss professor, Max Huber, as Vice-President in succession to the late Professor Andre Weiss (France).

Professor Huber was a former President of the Court.

U.S. LIBERTY LOAN.

HUGE OVER-SUBSCRIPTION.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Sept. 12th.

There was an unprecedented over-subscription of \$360,000,000 for the issue of \$325,000,000 of nine month 4 per cent. certificates of indebtedness to refund the outstanding Third Liberty Loan.

WIDESPREAD PLOT IN SPAIN.

ARRESTS THROUGHOUT THE COUNTRY.

PROMPT POLICE ACTION.

[THROUGH REUTER'S AGENCY.]

PARIS, Sept. 12th.

A widespread insurrectionary plot against the Spanish Government, which by prompt action has now been suppressed, is revealed in a delayed message from Madrid published in Le Journal this morning.

The story bears out the earlier message regarding wholesale arrests in Spain as the result of the discovery of the revolutionary schemes.

It appears that it was organised on a vast scale to coincide with King Alfonso's absence from Madrid.

The plotters planned to overthrow the Judge and to deport summarily all the members of the Directory, of which General Primo de Rivera is the head, while a general strike was to have been declared on September 14th, Friday.

The movement was spread throughout the country, but it has been promptly suppressed following the arrest of the majority of the leaders, and the Government are masters of the situation.

Two hundred arrests had been made by yesterday morning, and the Police are still vigilant, further arrests being made hourly in Madrid, Barcelona, Valencia, and Saragossa.

The men already in custody include the Republican leader, Lerroux, several former Republican deputies and a number of journalists and free-masons.

Madrid Message.

The first official intimation of the plot in Spain was contained in a Madrid communiqué stating that a conspiracy in which various elements and persons had participated, aiming at the satisfaction of their personal pride and ambition, had been arranged to take effect last night. It was frustrated by the zeal of the police.

A number of arrests were made and a most exhaustive enquiry is proceeding.

The conspiracy did not interfere with the extensive arrangements to celebrate the fifth anniversary of General Primo de Rivera's regime to-day. This was signalled by granting an amnesty to certain types of criminals, and by the publication of a new penal code.

GERMAN WAR LOAN SCANDAL.

SEQUEL TO STINNES' ARREST.

DIRECTORSHIPS RESIGNED.

[THROUGH REUTER'S AGENCY.]

BERLIN, Sept. 12th.

It is officially stated that "owing to the investigation now proceeding against him, Hugo Stinnes has resigned his directorships of the Hugo Stinnes Corporation and of twenty other great German companies with which he was connected."

The Hugo Stinnes Corporation has disclaimed any connection with the transactions, for which Stinnes has been charged.

Stinnes was arrested a week ago as the result of a complaint against him of buying German war stock abroad and registering it in Berlin as original War Loan stock which had not changed hands since the 1918 revolution and which had consequently been revalorised by the German Government.

HIGHEST FIRE BILL.

BIG LOSSES IN NEW ZEALAND.

WELLINGTON, New Zealand.

At the opening of a new suburban fire station, allusion was made by several speakers to the excessive fire losses in New Zealand.

Sir Maui Pomare said that in proportion to the population the loss was 19s. 3d. a head, the highest in the world. It had advanced from 12s. 11d. in 1922.

In Canada it was 13s., and in the United States 14s. Last year's loss was £1,331,508, and that only covered half the country. Statistics showed that almost the whole of the loss were caused by carelessness in some form or other.

The chairman of the Fire Board put the matter in another way when he said that one half of the daily loss by fire would pay the interest on £12,000,000.

DISARMAMENT AT GENEVA.

ANGLO-FRENCH COMPROMISE DISCUSSED.

JAPAN'S SUGGESTIONS.

[THROUGH REUTER'S AGENCY.]

GENEVA, Sept. 12th.

At Geneva Lord Cushendun opposed the French request that an early date be fixed for discussing the Anglo-French naval compromise.

Lord Cushendun told the Committee that although no actual replies had come from the Governments invited to comment on the naval compromise, intimations had been received that it might prove extremely distasteful to other parties.

(He later stated to Reuter's representative that these "intimations" were not actual replies from the Governments concerned.)

He therefore opposed the request of M. Paul Boncour for fixing an early date at the next meeting of the Preparatory Disarmament Commission, for a discussion of the Anglo-French compromise.

Still Difficulties.

It was his opinion that it marked a great step forward, but he would be too bold if he said that all their difficulties were ended and that the Committee if it met early would be able to go straight forward and find an agreed convention.

He strongly deprecated, therefore, the fixing of a definite date at present when they were without the necessary information to enable them to judge when was the most opportune moment.

No Secret Treaty.

"We have been accused," said Lord Cushendun, "of having signed a secret treaty and of having sinister motives. How can that be? All that had been done had been done to help the Preparatory Commission. The British Government is ready at any time to submit to our colleagues a draft which may help them in their work, though we are anxious to receive replies from the other Governments concerned."

Count Bernstorff (Germany) urged that it was imperative that instructions should be given to the Preparatory Commission to continue its labours with a view to the early convening of a Disarmament Conference.

M. Paul Boncour (France) said that he considered that even on the basis of the partial security existing at present, a partial reduction of armaments could be made.

Disarming By Degrees.

Baron Sato said that Japan sincerely desired an equitable reduction of armaments, but he thought that this could only be obtained by gradual and progressive steps.

If countries could arrive in a short time at an agreement on the limitation of armaments to the minimum compatible with national security there would be no need for pessimism.

Once this step had been taken they could proceed to conform with that agreement and then, perhaps on a few years could have a second conference, in order to complete and enlarge the first results.

Baron Sato agreed with the suggestion of the Norwegian delegate that it would prove useful if a Standing Committee were appointed by the League to study the armaments of all countries, thus paving the way to progressive disarmament.

He declared that Japan would do all in her power to assist in the progress of disarmament.

Better Atmosphere.

A more favourable atmosphere for the solution of the evacuation question is said to prevail following a further two-hour meeting of the representatives of interested Powers. Another meeting has been arranged for September 16th upon the return of M. Briand, who is going to Paris to-day to attend a Cabinet meeting.

LEAGUE BUDGET.

GENEVA, later.

The rapid increase of the League expenditure was a matter of concern to the Committee dealing with the draft budget for 1929, requiring 9 per cent. over last year.

A resolution was passed in favour of a reasonable limitation by the reduction of the number of conferences. It was also recommended that the estimates for economic organisation, transit organisation, opium, humanitarian activities and the codification of international law be scrutinised with a view to the curtailment of expenditure.

LAWN BOWLS.

JUNIOR CHAMPIONSHIP PROSPECTS.

TO-MORROW'S MATCHES.

The seniors in the lawn bowls League having completed their season, the juniors will carry on to-morrow with another round of the four weeks programme still left. Those for to-morrow are as under:—

Craigengower v. East Point.
Recreio "A" v. Bowling Green.
Civil Service v. Kowloon C.C.
Taikoo v. Yacht Club.

The Yacht Club have their home fixture with Taikoo still outstanding, and have the right to choose where they will play. The Yachtsmen have been showing such improved form lately that if they succeed in gaining the points from Taikoo it will be no great surprise.

A question which will concern many to-morrow will be the outcome of the matches between Recreio "A" v. Bowling Green and Civil Service v. Kowloon C.C. On their own ground, the Bowling Green Club defeated the Recreio "A" team. The latter, on the other hand, have not been beaten at home, and may be fancied to maintain the record. Civil Service in their away match beat the Kowloon C.C., and the visitors will probably get their own back. The teams are of about equal strength and the match should be a close one.

Including to-morrow's fixtures, the remainder of the programme of the three leading clubs in the race for the championship is as under:—

Civil Service C.C.

(h) v. Kowloon C.C.
(a) v. Recreio "B".
(a) v. Taikoo.

Recreio "A."

(h) v. Bowling Green.
(a) v. Taikoo.
(h) v. Yacht Club.
(a) v. Kowloon C.C.

Taikoo R.C.

(a) v. Yacht Club.
(h) v. Yacht Club.
(h) v. Recreio "A".
(h) v. Civil Service.
(a) v. Recreio "B".

Recreio "A" are one point behind the Civil Service with a match in hand, and they both have still to play Taikoo away, where visitors generally do not come away with the points. Taikoo are also in the race for the championship which makes the position more interesting.

LEAGUE TABLES.

The positions in the League to date are:—

Division II	P.	W.	D.	L.	Pts.
Civil Service	13	9	1	3	18
Recreio "A"	12	0	0	3	18
Taikoo R.C.	11	3	0	3	16
Kowloon B.G.C.	13	7	1	5	15
Kowloon C.C.	12	5	1	6	11
Craigengower	13	3	0	8	10
Recreio "B"	13	4	1	8	9
East Point R.C.	14	4	0	10	8
Yacht Club	11	3	0	8	6

SHOTS FOR AND AGAINST.	For	Agst.	Dn.
Recreio "A"	748	438	260
Civil Service	638	603	170
Kowloon B.G.C.	642	632	180
Taikoo R.C.	658	648	8
Kowloon C.C.	700	744	0
Recreio "B"	649	738	0
Craigengower	690	737	0
Yacht Club	500	618	0
East Point	716	960	0

CRICKET.

DIOCESAN BOYS' SCHOOL v. UNIVERSITY II.

The match on Wednesday between the Diocesan Boys' School and the University 2nd XI, which was played on the University ground resulted in a win for the home side by 78 runs.

Apart from A. T. Lee, Kermarck and Sulamin the University did not show up very well and Zimmermann took 5 wickets for 48 runs. That very promising young cricketer, D. J. N. Anderson, started the season well with an innings of 37, out of a total of 101.

Scores:—

University 2nd XI.	Runs
A. T. Lee, run out	64
B. Kermarck, b Anderson	20
A. Chan Fook, run out	3
A. B. Sulamin, c Jackson, b Anderson	24
G. E. Yeoh, b B. Lee	14
A. Baker, c Jackson, b R. Lee	7
K. P. Gan, not out	9
C. Candab, b Anderson	0
H. T. M. Barma, not out	15
A. A. Aziz, b Anderson	0
D. Rai, c Zimmermann, b Anderson	2
Extras	21

Total (for 9 wks., dec.) 170.

Bowling Analysis.

O.	M.	R.	W.
R. Lee	15	0	58
W. H. Kwan	2	0	58
D. J. N.	2	0	40
Anderson	14	2	40
F. H. Zimmermann	2	0	15

(Continued on next column.)

BASEBALL NOTES.

SOME VIEWS AND REVIEWS.

CHAMPIONSHIP PROSPECTS.

[BY C. L. C.]

The Filipino Baseball Club again showed their superiority over the redoubtable South China Dragons when they defeated the latter team by one run and with an inning in hand on Saturday last at the Happy Valley diamond. That was the third defeat which the Chinese team have received from a team which previous to this season always occupied a lowly position in the league.

With the exception of the game which was the subject of a protest the Filipinos have emerged with a clean slate this season. They have beaten all-comers and bid well to walk off with the championship of the Colony. They have a splendid outfit this year, and under the management of Mr. Rull, the team has showed up to great advantage.

It now remains for the Filipinos to dispose of the Hong Kong Baseball Club, and if they do it, they will annex the championship. The Dragons are out of the running, unless by some unlikely chances, the Ball Club wallops the Filipinos twice. This is improbable and though these teams are down to meet each other twice more, it will be sufficient for the Filipinos to beat the local Americans once.

To-morrow at the Happy Valley diamond, these two teams will meet, and the chances are that the Filipinos will win the game and with it the championship. The local Americans have so far lost every game they have played this season. The game, however, is not likely to be one-sided, for I understand that the Americans will make a bold stand. As I have said many times before, this outfit is a "dark horse," and one never knows when it will come home the winner.

Last Saturday's game was not without its share of thrills. At one stage of the battle, the Dragons looked as if they were going to avenge their previous defeat. Zafra's pitching arm appeared to be at fault, and he did not do much to contribute to the victory. It was only by good fielding and team work that the Filipinos managed to get the best of the Chinese.

What I wrote last week about the ropelifters fielding the ball for the Chinese team again happened in the game between the Filipinos and the Dragons. Zafra copped a belly one to the centre field and judging from the rate the ball was travelling, a home run looked a certainty, but unfortunately the spectators at that end took a hand in the matter, and the "Big Boy" was compelled to park at third.

These unfortunate incidents are getting far too numerous and it is time that something should be done to check them. I have often seen Mr. Muccio, the president of the Association, going about with a baseball stick trying to keep the crowd back, but unless he wears the uniform of a constable, his efforts will avail him nothing.

Diocesan Boys' School.

D. J. N. Anderson, st. Kermarck, b Aziz	37
W. H. Kwan, c Lee, b Chan Fook	18
F. R. Zimmermann, b Lee	1
F. K. Lee, b Lee	0
R. T. Lee, st. Kermarck, b Bai	18
G. A. Lee, b Lee	4
A. Prata, not out	7
Pong Pun Fong, b Bai	0
Leung Chuk Kau, b Chan Fook	0
A. S. Kyum, c Sulamin, b Gan	4
Extras	12

Total 101

Bowling Analysis.

O.	M.	R.	W.
A. T. Lee	11	3	24
A. Chan Fook	6	0	32
A. A. Aziz	3	0	11
D. Rai	3	0	12
K. P. Gan	2	0	15
A. Baker	1	0	2

VOLUNTEERS v. UNIVERSITY.

The following will represent the Volunteers against the University at 2 p.m. sharp at the University ground to-morrow. Bus leaves H.K.C.C. Pavilion at 1.40 p.m.—E. J. R. Mitchell (Capt.), H. Owen Hughes, A. W. Hayward, A. C. I. Bowker, H. V. Parker, O. S. Moor, C. R. West, V. W. L. Stannard, J. Bonnar, G. P. Lammer, and E. Zimmermann.

GOLF.

BRITISH SUCCESSES IN U.S. CHAMPIONSHIP.

PERKINS AND BECK IN LAST EIGHT.

[REUTERS' AMERICAN SERVICE.]

New York, Sept. 13th.

Britain's representatives in the American Open Amateur Championship at the Braeburn course, West Newton are doing well. Of the three who qualified among the top 32 for the match play stages, two still remain in the last eight, but Storey was beaten in the second round.

The first round was full of sensations. First of all Perkins and Storey both got home, Storey against Marston, but both only on the last green. Then Yates beat Von Elm, who was on many sides thought to have great chances of the championship. They followed the defeat of Chick Evans and Ouimet, while Bobby Jones' former protégé, Watts Gunn, lost 4 and 3 to Willis.

In the second round, still of 18-hole matches, Bobby Jones had a very bad scare. Up to the turn he played really badly, but both he and Gorton were magnificent on the homeward half, and Jones managed to win after one extra hole. Sweetser went out in this round to Voight, the leader in the qualifying rounds, while Perkins was too good for the conqueror of Von Elm.

First Round.

T. Perkins (Britain) defeated Don Moir (U.S.A.) by one up.
E. F. Storey (Britain) beat Marston (U.S.A.) one up.
Yates (America) defeated Von Elm (America) 3 and 2.
J. B. Beck (Britain) defeated Knepper (U.S.A.) 4 and 3.
Bobby Jones (U.S.A.) beat Woolcott (U.S.A.) 4 and 3.
Dawson (U.S.A.) beat Chick Evans (U.S.A.) 2 and 1.
Finlay (U.S.A.) defeated Frances Ouimet (U.S.A.) 2 up.
Willis (U.S.A.) defeated Watts Gunn (U.S.A.) 4 and 3.

Second Round.

T. Perkins (Britain) beat Yates (U.S.A.) 2 and 1.
Willis (U.S.A.) beat E. F. Storey (Britain) 6 and 4.
Bobby Jones (U.S.A.) beat Gorton (U.S.A.) at the 19th.
Voight (U.S.A.) beat Jesse Sweetser (U.S.A.) 3 and 2.
J. B. Beck (Britain) defeated Ross Somerville (Canada) one up.

LAWN TENNIS.

HONG DOUBLES FINAL.

OWEN HUGHES AND SEWELL WIN.

The final of the Hong Doubles Tournament organised annually by the Hong Kong Cricket Club was brought to a successful conclusion yesterday when the final was decided between W. D. Fiddes Wilson and R. Gordon (Jardine, Matheson & Co.) scr. and H. Owen Hughes and G. W. Sewell owe 15/2. It resulted in a win for the latter pair by two sets to love 6-2 and 6-4. An interesting fact is that the winners comprising an independent combination, Owen Hughes being from Harry Wicking & Co., and Sewell being from Robertson, Wilson & Co. They are to be congratulated on winning despite the handicap of owe 15/2 against them.

AMERICAN CHAMPIONSHIPS.

LAST BRITISH HOPE LOSES.

[REUTERS' AMERICAN SERVICE.]

Forest Hills, Sept. 12th.

The last British competitor in the American Lawn Tennis Championships, H. W. Austin, was defeated by Doug (U.S.A.) while both Bousso and Borotra of France suffered defeat.

The principal results were as follows:—

J. Brugnon (France) beat King (U.S.A.) by 6-2, 4-6, 6-0, 6-3.
H. Cochet (France) beat Mercer (U.S.A.) 4-6, 11-9, 6-4, 6-4.
Doug (U.S.A.) beat H. W. Austin (Britain) 6-4, 5-7, 6-3, 6-2.
G. Lott (U.S.A.) beat Bousso (France) 6-2, 6-2, 6-4.
E. T. Hunter (U.S.A.) beat J. Borotra (France) 0-6, 5-7, 6-0, 6-4.

THE ST. LEGER.

LORD DERBY'S FOURTH WIN.

FINE RIDING.

[THROUGH REUTER'S AGENCY.]

In glorious weather before a large crowd Lord Derby jumped off in front of Fairway, Tourist and Flamingo.

(Continued at foot of next column.)

HOME FOOTBALL.

ENGLISH AND SCOTTISH LEAGUE.

TO-MORROW'S FIXTURES.

A full programme of football matches is due for to-morrow in all divisions of the English League, and the Scottish League.

Last week five teams in the First Division headed the League table with seven points each. Burnley's victory early in the week has given this Club temporary command with nine points in six games. West Ham, Everton and Wednesday are on an equal footing with seven points in five games, while Leeds United are in the same position with the advantage that they have played one match less.

Chelsea in the Second Division lead with victories in all five games. Their followers are Notts County and Preston North End, who have each dropped one point in the same number of matches.

Brentford lead the Southern section with nine points in six games. Luton and Queen's Park Rangers have each eight points in five games. In the Northern section, Wrexham and Bradford City have each played five matches; but the former are one point ahead.

The Rangers and Celtic are running neck to neck in the Scottish league, with the Hearts in temporary command.

Several changes in position are likely to take place after to-morrow's matches, which are as under:—

ENGLISH LEAGUE.

Division I.

Arsenal v. Birmingham.
Aston Villa v. Newcastle U.
Blackburn v. Portsmouth.
Bury v. Burnley.
Derby v. Wednesday.
Everton v. Manchester C.
Huddersfield v. Leeds U.
Leicester v. West Ham.
Manchester U. v. Liverpool.
Sheffield U. v. Cardiff.
Sunderland v. Bolton.

Division II.

Blackpool v. Bristol C.
Bradford v. West Brom.
Chelsea v. Barnsley.
Grimsby v. Clapton.
Millwall v. Hull.
Notts County v. Tottenham.
Oldham v. Middlesbrough.
Southampton v. Preston.
Stoke v. Port Vale.
Swansea v. Notts Forest.
Wolves v. Reading.

Division III (Southern).

Merthyr v. Luton.
Bournemouth v. Brentford.
Brighton v. Charlton.
Bristol R. v. Plymouth.
Exeter v. Northants.
Newport v. Swindon.
Norwich v. Crystal Pal.
Queen's P.R. v. Fulham.
Southend v. Coventry.
Walsall v. Torquay.
Watford v. Gillingham.

Division III (Northern).

Ashington v. Wrexham.
Barrow v. Halifax.
Crewe v. Accrington.
Darlington v. Southport.
Doncaster v. Chesterfield.
Nelson v. Rochdale.
Rotherham v. Carlisle.
South Shields v. New Brighton.
Stockport v. Lincoln.
Tramerra v. Bradford C.
Wigan v. Hartlepool.

SCOTTISH LEAGUE.

Division I.

Ayr United v. Falkirk.
Clyde v. Hibernians.
Cowdenbeath v. Celtic.
Dundee v. Hamilton.
Hearts v. Rangers.
Kilmarnock v. Aberdeen.
Motherwell v. Partick.
Queen's Park v. Raith.
St. Mirren v. Airdrie.
Third Lanark v. St. Johnstone.

WEDNESDAY'S RESULTS.

Three matches were played on Wednesday in the lower divisions of the English League, the results as cabled by Reuter being:—

Division II.

Middlesbrough 1, Hull City 1.
Division III (Southern).

Bristol R. v. Walsall 1.

Division III (Northern).

Nelson 1, South Shields 0.

Half-way Lodge held a good lead from Tourist, Gang Wally, Buland, Marconigram, Cyclonic and Fairway.

Lodere led into the straight followed by Cyclonic, Palace Royal and Fairway who were well clear of the remainder, and Fairway, well handled by Weston, won a fine race. Flamingo was fourth, Tourist fifth and Luvanan last.

This was Lord Derby's fourth St. Leger victory.

"THE VOLGA BOAT-MAN."

REMARKABLE FILM AT THE QUEEN'S.

FINE ORCHESTRA EFFECT.

A PICTURE OF THE RUSSIAN REVOLUTION.

[BY OUR FILM CRITIC.]

"The Volga Boatman" is an extraordinarily fine film, perhaps the finest that has been based on the theme of Revolution. It claims to take no side but since the hero is a Red and the heroine a Princess who lives and finally marries him the scales are of necessity unevenly balanced. What can be said is that "The Volga Boatman" is presented with less bias than any other revolution picture. It is equally impossible to criticise without bias, what seems to one member an exhibition of fine courage may seem to another the insolence of an aristocrat. The self-discipline of the Officer Prince who will not allow himself to be swayed by sentiment even when the life of his betrothed is at stake, can be compared, favourably or unfavourably as your sympathies incline, with the sentimental appeal of the hero to the tribunal or his conquest by the woman he has undertaken to execute.

The intellectual appeal of the film depends in fact on your political opinions, but considered simply as a picture, there can be no two opinions. The story is gripping and consequent and is acted well; of the production, photography, and general stagecraft, there can be nothing but praise. The story is not unusual although dramatic. The hero, who is excellently played by William Boyd, is one of mullets who towed the barges up and down the Volga; the song, made famous by Chaliapine, which these men sing to cheer themselves, just as the coolies here sing as they drag heavy loads up the Peak, was made extraordinarily effective by the men's voices singing a wordless refrain from the orchestra who must be much congratulated on their musical performance right through the picture. Feodor, the hero, is young, strong and handsome and his song reaches the ears of a Princess who with her betrothed has stopped at a Tartar camp to have her fortune told. When revolution comes Feodor becomes a leader and enters at the head of the band who come to sack Princess Vera's home.

The great scene, which is most admirably played both by Mr. Boyd and Elinor Fair who takes the part of Vera, takes place when one of their number having been killed, the invaders demand a life for a life. Vera is to be shot and stings Feodor into undertaking to be her executioner. With her quicker wit and aristocrat contempt for fear she reduces him to such a condition that he cannot do the deed, the dramatic situation is intensely interesting and is not held one second too long. Feodor and Vera escape together in a drosky and find themselves in an inn where the situation is quickly reversed by the arrival of the White army led by Vera's fiancé. A ball the following evening is to be made the scene of Feodor's execution, and Vera's attempts to save him are useless. At the moment when her lover is about to give the command to the firing party the Red army breaks in and once more Feodor is in a commanding position. The final scenes in which the aristocrats are made to pull the barge up to the city in which the great Tribunal is sitting is as dramatic as the rest of the picture. Vera who has refused to leave her own people takes her place on the ropelift beside her fiancé and Feodor harnesses himself on her other side. Together the three strain and pull the two men prince and peasant both loving the same woman and both trying to ease the burden for her.

At the tribunal Feodor pleads for both. The Prince is exiled and the Princess decides to stay with her Volga Boatman.

"The Volga Boatman" is an unusually fine film and, perhaps, the best thing Cecil B. de Mille has produced. It is a picture which no one should miss and which many people will want to see more than once.

Hong Kong Weekly Press

PUBLISHED TO-DAY

TO-DAY'S ISSUE OF THE HONG KONG WEEKLY PRESS RELATES THE FINAL STAGES OF THE WAR IN THE NORTH. CHANG TSUNG CHANG IS EXPERIENCING HIS USUAL DEFEATS AND HIS ELIMINATION MAY BE EXPECTED AT ANY TIME.

Marshal Li Tsai Hsin is still in the North and the situation in Canton has not been eased by rumours to the effect that he will not return.

Another extensive round up of Communists is reported by our Chinese correspondent and elaborate precautions are being maintained.

The Anti-Japanese Boycott continues despite the resistance of the merchants and the pickets have so far gained the upper hand.

In Hong Kong the police have been waging an intensive warfare against the illicit drug traffic and a number of important prosecutions have resulted.

The WEEKLY PRESS reviews the political and economic situation in the Far East and gives a detailed record of every aspect of life in Hong Kong. Send it to your friends!

28 Pages—Price 30 Cents.

The Paper with the Familiar Yellow Cover.

[On Sale by all Regular News Boys.]

Annual Subscription: Hong Kong, \$13; Post Free to any address, \$15; Quarterly Subscription, \$3.75.

Orders should be sent to the

HONG KONG DAILY PRESS, LTD.,

TELEPHONE: C. 12.

11, ICE HOUSE STREET.

WOMAN'S JIU-JITSU.

WOMEN HIGHWAY ROBBERS THWARTED.

PARIS.

Two women highway robbers found their match in another woman whom they selected as their victim on the Place de la République shortly after midnight.

Mme Jeanne Mathieu, a telephone-operator at a Paris exchange, was walking home after a late turn, when two smartly dressed women stopped her and asked the way to the Opera. One of the women seized her arms, while the other tried to wrench away her handbag.

After a brief but severe struggle Mme. Mathieu freed herself, and overpowered one of the women whom she held in a jiu-jitsu grip until a policeman ran up and arrested her, while the second woman took to her heels.

The arrested highway-woman turned out to be Emilie Taberloo, aged 36, long sought by the police.

CANCER MENACE.

SUPPLANTS TUBERCULOSIS IN NEW ZEALAND.

WELLINGTON, New Zealand.

"The cancer death rate in New Zealand is a direct antithesis of the tuberculosis death rate," states the Government Statistician, in a review of "Causes of Death-1927."

"In 1925 the rate for cancer," he says, "stood at the low figure of 1.88 per 10,000 of population, as compared with the extremely high rate of 15.64 for tuberculosis. The paths traced by these two diseases rapidly converged, until about the year 1910 they crossed and the cancer rate assumed the ascendancy, the margin between the rates for the two diseases gradually growing wider."

"For the current year the cancer death rate stands at 9.83, as contrasted with the tuberculosis death rate of 4.86. Even so, it is of interest to note that the rate for cancer for 1927 shows a decrease of 2.83 per cent compared with the previous year."

THE DOLLY VARDON HAT SHOP

Presents:
THE NEW FALL HAT.
EVENING FROCKS OF DESTINATION

and
The Daisy de Luxe Hand Bag.
At Reasonable Prices.

ST. GEORGE'S BUILDING.

TEL. C. 1427.

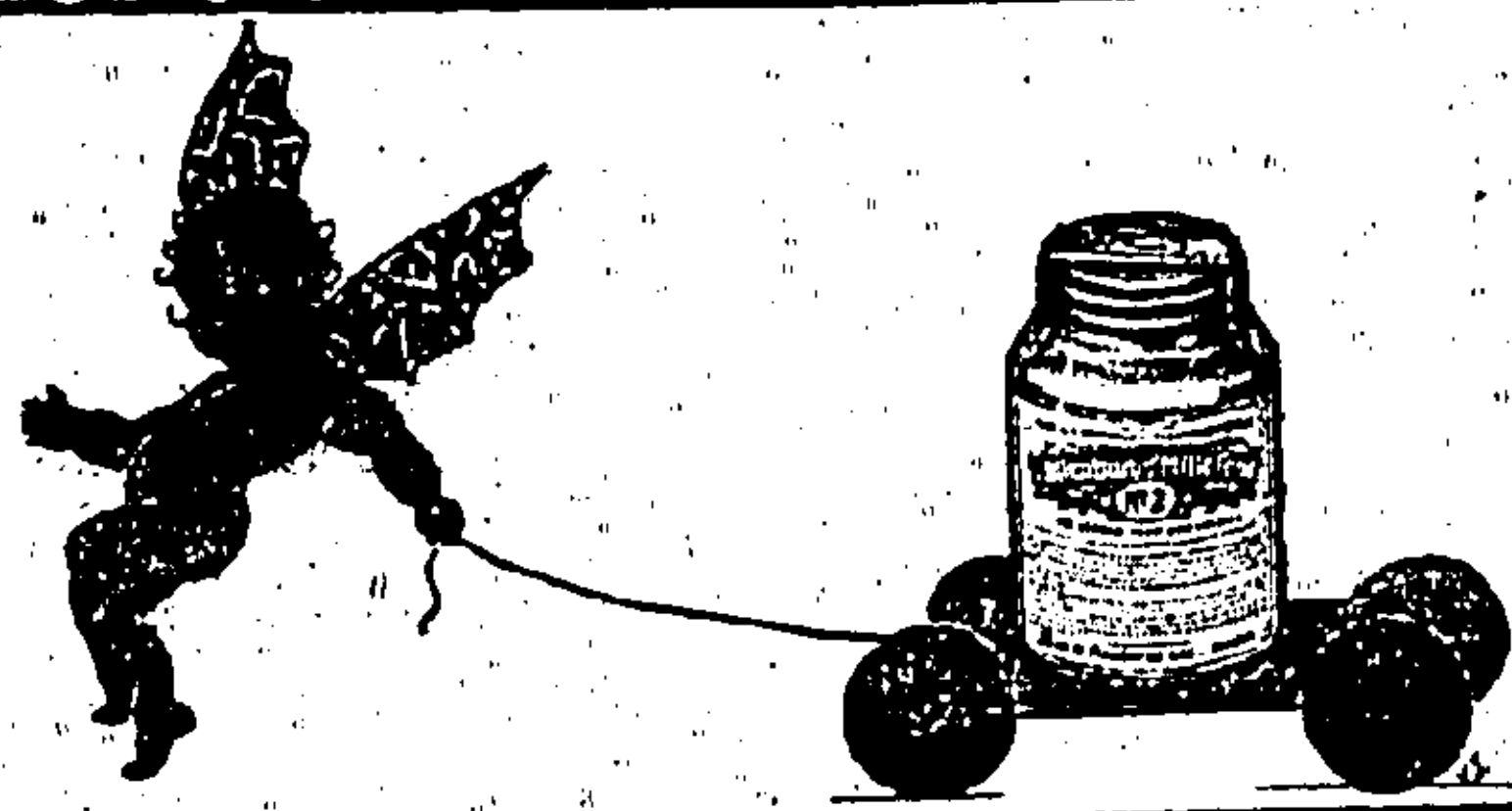
SUMMER SALE

Now Proceeding

Everything reduced.

PAMELA

13, Queen's Road Central.



Health in Childhood
ensures health through life.

Your children's health
is ensured and protected
by the constant use of

Allenbury's Foods.

A Food for every
stage of childhood.

Manufactured in England, and obtainable
everywhere in air tight packages, guaranteeing
perfect condition in all climates.

[A.P.B.7]

"CHILPRUFE"

FOR CHILDREN

A full range of the famous
"Chilprufe" Children's Wear is
here, ready for your inspection.

THE SAFEST UNDERWEAR—SCIENTIFICALLY CERTAIN.

REEFER COATS FOR BOYS OR GIRLS

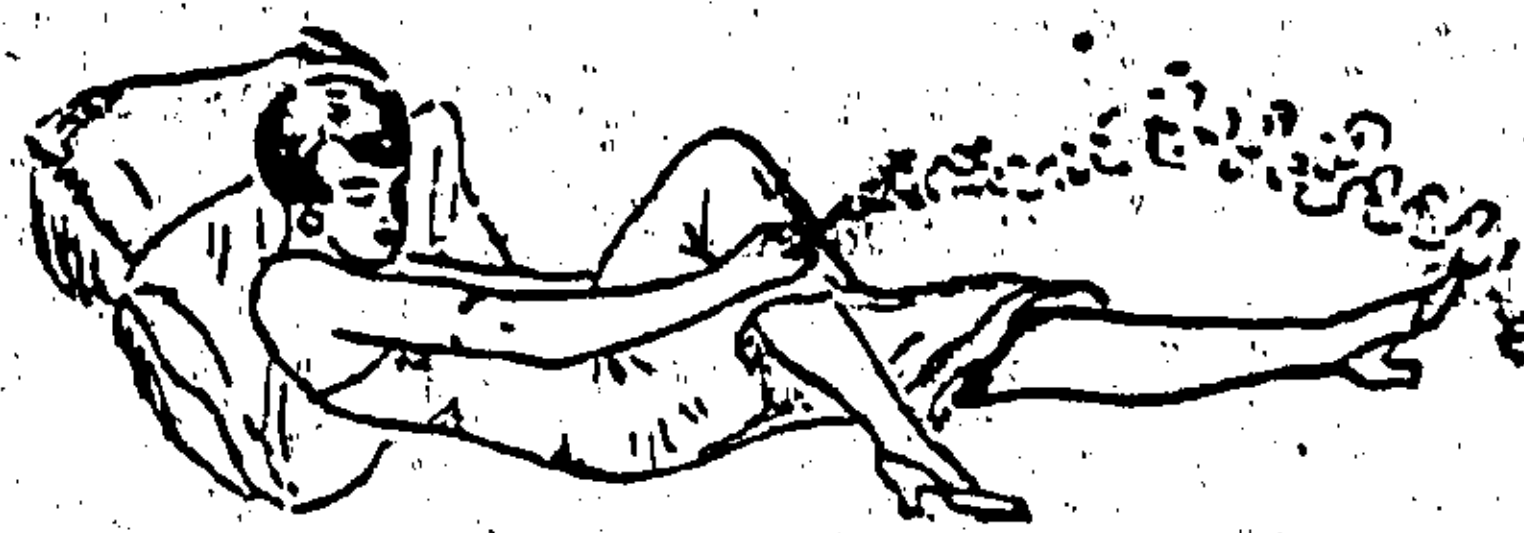
DRESSING GOWNS IN ALL WOOL ALSO COTTON

"MERIDIAN" PYJAMAS

"VIYELLA" SOCKS IN ALL SIZES

LANE, CRAWFORD, LTD.

CHILDREN'S WEAR DEPT.



The WOMAN'S PAGE

WEDDING BELLS.

"A THING OF BEAUTY AND
A JOY FOR EVER."

"A thing of beauty and a joy for ever," that is what every one searches for when choosing a wedding present, and how better can you combine both requirements than by a gift of silver ware?

Silver always looks nice, it may be as old as Queen Anne, but it looks all the better for it and is more valuable, it may have left the silversmith's hands, but yesterday in all its gleaming beauty, and you vow that craftsmanship is as good to-day as it was when Cellini worked at his bench.

But you may say that every one else gives silver, that the young couple do not want to be snowed under by tea spoons. You are first wrong, and then right. Nearly every one thinks that every one else will give silver, but for that very reason many people do not, and as for tea spoons there is an infinite choice beyond these useful articles. Take a walk with me round Lane, Crawford's and widen your horizon.

FELIX ON HATS.

THE MORE DECORATIVE
AUTUMN MODE.

American women it appears have got tired of the very simple millinery which has been the whim of MADAME LA MOUSSE for some time. Parisiennes too, are taking the same line, but with a different aspect. Hats are quite definitely to be trimmed of that there is no doubt at all, equally sure is that the same method of trimming is not becoming to all types, and the hat evolved to set off the beauty of the American and that designed for the darker Parisienne differ as much as do the racial types of the wearers.

You can see what a part of America is saying about millinery chez Felix. The message is colour and decoration without sacrifice of line. Most of the new season's hats are felt and most of them have brims. They are cut and encrusted as they were last year, but the applications are often outlined with colour, or actually of a different colour.

ROUND THE TOWN.

SEEN IN LOCAL SHOPS.

Some interesting new felt hats are being shown in Felix, of which I have written more in another column, and WHITEAWAY, LAIDLAW'S have a number of plainer felts mostly with a fairly wide brim and a simple ribbon trimming band in various colours. I noticed one or two smart shapes in black.

WHITEAWAY'S have also just received a consignment of cardigans and autumn coats which were not unpacked when I was in.

In the same shop upstairs I saw a variety of different makes of children's motor-cars. They are very nice little models which, despite the pedals, look sufficiently like the real thing to give great joy to the juvenile owner driver. Sets of aluminum sauce pans in various sizes for \$3.50 the set, struck me as being excellent value.

In LANE, CRAWFORD'S perfume department I saw some charming manicure sets. They are prettily housed in decorative boxes and the instruments backed with enamel in various colours. I saw that they also had some charming boxes of fancy handkerchiefs for the children, and one or two chic and inexpensive bags for their mamas. I think the dearest was only \$12.

Now is the time to consider blankets. "The Earlywarm," which are always stocked by WHITEAWAY, LAIDLAW'S, are an excellent make being all wool and very light and soft. Single bed size costs only \$29.50 a pair and double bed \$45. The "de luxe" quality made by the same manufacturers is pure merino wool and bound with satin. These blankets are as luxurious and beautiful as any you could find, the small size costs \$39.50 a pair.

The modern week-end bag is to be found at the DOLLY VARDON HAT SHOP. It is called the "Daisy de Luxe Bag," and is made of a special fabric with an alligator or lizard grain, which is water proof and dust proof. In shape like a round hat box, one of these bags will carry 2 or 3 hats, an evening frock, or two, slippers, toilet articles, etc., sufficient for a week-end. The bag is very light indeed, is nicely lined with convenient pockets inside, and closes with a zipper fastening. The bag can be carried over the arm thus leaving both hands free, and even when packed is very light.

Many people here have been getting these bags for bathing, or shopping, as they are very chic in appearance and of a convenient size.

PAMELA is holding the finale of her sale next week when there will be very special bargains to be had. Some most exciting new goods have arrived including afternoon and evening dresses and chic hats for all occasions.

I wrote a brief note about WHITEAWAY, LAIDLAW'S new cretonnes last week but I was so enraptured by the velvet cretonne that I left myself little space for the common or garden variety. They are anything but common, however, being quite unusually lovely but perhaps "garden" is not a bad description. Most of them have bold semi-natural floral patterns, and one most striking "liberty" cretonne shows a wood land scene flaming in autumn reds and browns, with a glimpse of a lake between the trees. For a dark window with a poor aspect hangings of this material would be wonderful.

A big case of goods arrived at the PIONEER SILK STORE yesterday too late for me to see them. The invoice mentioned plain crepe de chine and georgette and 22 different printed georgettes, also spun silk and tugi in plain colours.

Printed crepe de chine scarves are mentioned and muslin coolie coats for ladies and children, also printed silk kimono. We all know what class of goods to expect in the Pioneer's packages, so you will not need my assurance that this consignment is well worth seeing.

KOSKOR who generally stocks toys for grown ups, "Sticks and Stones" as Vachel's Mrs. Quinney calls them or treasures as they are called by those that love and buy them, has now also some toys for children.

They are the most delightful and amazing toys. There are tops and tea sets, dolls and animals for the smallest, conjuring tricks, Aunt Sallys and trick boxes, for the older children, and nearly every one would please a grown up child as much as the nursery folk.

The craftsmanship is excellent and the amount of ingenuity which has gone to their making truly amazing. These toys are gaily and indeed you can possess a great coloured and stoutly made and not many of them for under a dollar one of them costs as much as \$3, a piece.

FLOWERY SUMMER WEAR.



Straw-coloured crepe de chine is used for the frock illustrated on the left. The plants at the side of the skirt, the corsage of unusual shape, and the kerchief of brown and straw-coloured taffeta are decorative features. The straw parasol is decorated with a replica of the monogram embroidered on the dress.

A gaily patterned coat of printed cotton accompanies the blue crepe de chine dress on the right. The latter has rows of stitching as ornamentation, and the "halter" collar is one that is particularly comfortable for warm days.

Most of Lane, Crawford's silver covers from Mappin and Webb which in itself is a hall mark of solid worth and good craftsmanship, and they also stock the best electro-plated ware.

There is a fascinating cocktail set consisting of a silver shaker and tray and light cut crystal glasses, or if you only wish to give a small present I found some charming pierced silver sweet stands for only \$4.50 each, 15 per cent. comes off this price during the present sale. There are cake basket and fruit baskets too at various prices.

If it is the bride in particular to whom you wish to make a present, there could be nothing more lovely than a toilet set of two brushes, comb, mirror, and two clothes brushes backed with sterling silver with real gold gilding and inlaid with rosy pink enamel. That, of course, is a truly magnificent gift, but you can get the most charming little boudoir clocks in a great variety of designs, colours, and prices.

For her desk, or his, there is a set of silver mounted blotter, silver pen tray, ink stand and small blotter, all quite plain and very "good" looking. If "he" is one of those nice babyish men, there is a patent lighter which he will play with very happily. It consists of a small silver ball lamp with a curly stag horn handle. The ball is so swiveled that no matter at what angle the handle is held the flame remains upright.

Of course, no bride feels her home complete without a silver tea set, and I saw them in many varieties and periods from the most luxurious to quite inexpensive but very attractive sets.

Chenille plays an important rôle. It is used as braided trimming or in tiny bright coloured applications. One wine red hat is made entirely of chenille stitched together with a dull gold thread. Painting and poker work are very chic as trimming and the colours are considerably brighter and more varied than they have been for some time past. There are some very lovely warm leaf browns, reds and reddish purples, and the new deep mauve promises to be one of the favourite colours.

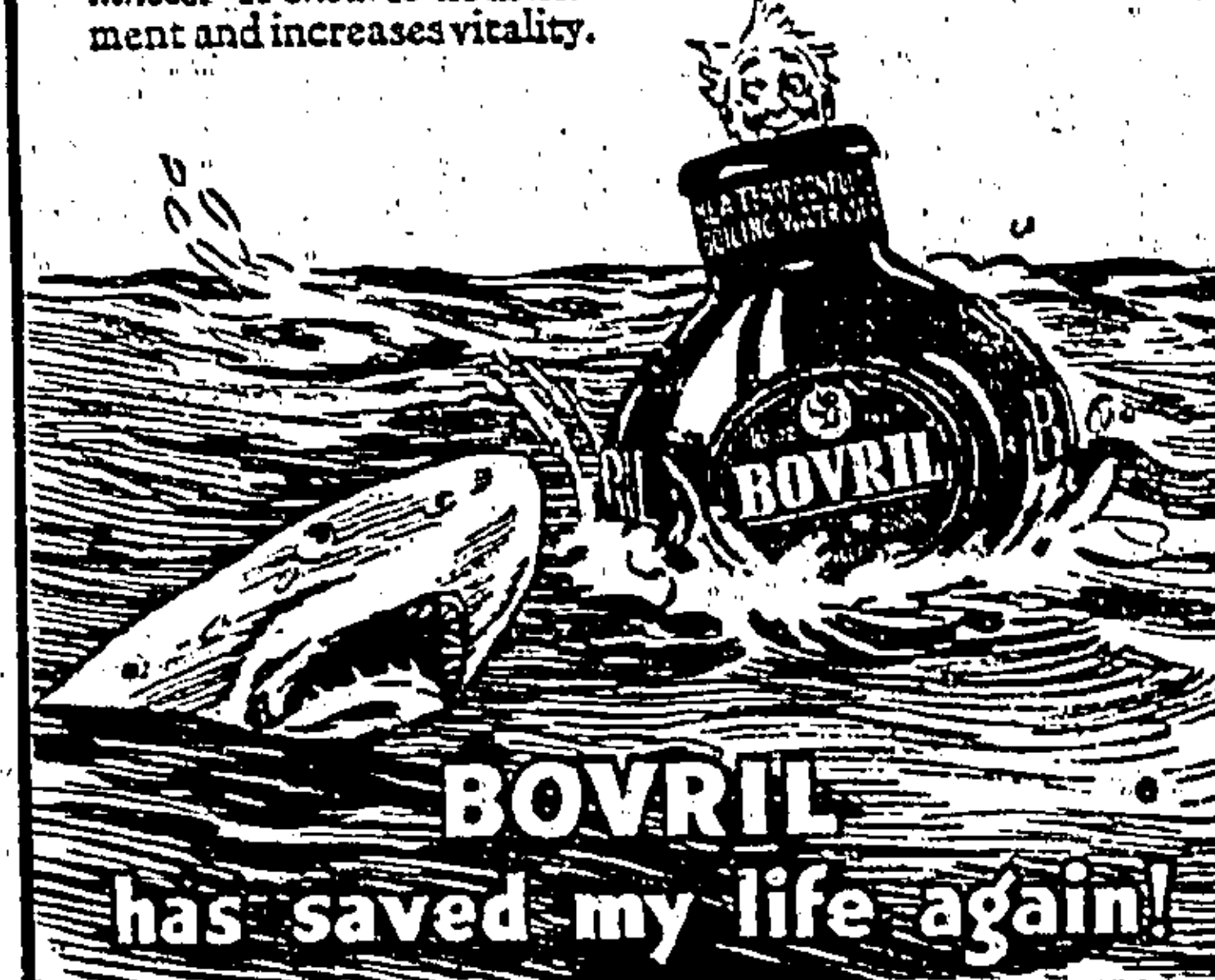
Among the hats I saw were a close fitting model made of red velvet and beige corded silk joined in irregular shapes, stitched with chenille and a few lines of gold thread. A warm brown felt has two stamped and pointed leaves springing out in wing form from a narrow brim. Pink beige felt is trimmed with a cockade of its own material and an outline of poker work.

Little coloured feathers mounts trim a good many of the models. All these hats are inexpensive and there is a considerable variety of shape and size.

and I saw them in many varieties and periods from the most luxurious to quite inexpensive but very attractive sets. There are just a few ideas, but you will find any number more for yourself, and certainly at the special sale prices there is a gift within everybody's means which will be a joy for ever to the recipients and a thing of beauty and utility in their home.

(Continued at foot of next column.)

Bovril is a most valuable aid in the prevention of illness. It ensures nourishment and increases vitality.



FELIX

Decorative Felt Hats
Inexpensive Frocks.

7, Lee House Street.

FRENCH FLOWERS.

Recommended and used by
Dentists and Doctors

Gibbs Dentifrice
BRITISH MADE

WHITEAWAYS

WE HAVE JUST RECEIVED
OUR AUTUMN CONSIGNMENT
OF PURE WOOL WITNEY

BLANKETS

THESE WORLD RENOWNED
BLANKETS ARE WOVEN FROM
THE FINEST SELECTED WOOL
AND ARE MADE FOR—
SERVICE COMFORT AND HARD-
WEAR.

THE FAMOUS EARLYWARM IS
NOTED TO GIVE WARMTH
WITHOUT BEING TOO HEAVY
THEY ARE AN IDEAL BLANKET
FOR THE HONGKONG CLIMATE.

PRICES PER PAIR

SINGLE BED SIZE ... \$21.50 AND 27.50 PAIR
DOUBLE " " ... 39.50 " 45.50 "

PURE EARLYWARM MERINO BLANKETS

THESE ARE THE BEST QUALITY PROCURABLE

COT SIZE — \$12.50 PAIR.

SINGLE BED \$39.50, DOUBLE BED \$39.50 PAIR.

NEW CARPETS. NEW RUGS.

FIRST FLOOR SHOWROOM.

WHITEAWAY, LAIDLAW & CO., LTD.

THE PIONEER SILK STORE

Many New Silks.

Plain and Printed Georgette

Wonderful colour range.

Pearls.

New Coolie Coats.

amazing. These toys are gaily and indeed you can possess a great coloured and stoutly made and not many of them for under a dollar one of them costs as much as \$3, a piece.

(Continued at foot of next column.)

WOMAN'S PAGE (CONT'D.)

"A DRESS OF THE STARS."

LONG LINES AND JEWEL TRIMMINGS DISTINGUISH THE EVENING MODE.

The little fairy tale princess who asked for a "dress of the stars," and got it, could have had no lovelier garment than these we are to wear this season in the evening. *Diamondé* plays an important rôle, while beads of crystal, pearl, and silver, and sequins, are also used to give the fairy like decoration which is so very charming on gowns of perfect and simple cut.

Perhaps the most interesting aspect of the new mode is this combination of simplicity of line with dainty trimming. Nothing is "fussy" and very few evening frocks have the tailored look which was a feature of last season's evening mode. I looked through Lane, Crawford's wardrobes, always a delightful occupation and more so than ever this year, to get an idea of what was the prevailing evening mode. A description of some of the charming gowns I saw there will,

CHIC ENSEMBLE.



A chic ensemble for the late summer season in cornflower blue, linen and cotton voile patterned in a red, blue, and green floral design on a white ground.

perhaps, be the best method of explaining the mode to you.

There is a green satin *beauté* gown (green by the way is certainly a most important colour this year) cut with a circular skirt very much longer on one side. Across the gown run three fern like sprays etched with small stars of *diamondé*. On a frock of orchid georgette the bodice has a flowery all over design of pearl beads, while the skirt is sewn with close lines of the same beads giving the effect of accordion pleats.

A very lovely dress of white georgette is divided into petals and the new encrustation lines by the use of different coloured beads. Silver beads are used to outline the different sections of the design, the pattern being filled in with fine lines of tiny white beads (rather like darning stitch) and the material itself, outside the pattern, starred with *diamondé*. A frock of cerise net has a diaper pattern like an airman's wings, made of tiny white beads, while green net is trimmed like an old fashioned veil with spots of *chenille*.

I saw, too, a couple of lovely chawls designed for evening wear. One is made of black net darned with gold thread and edged with gold lace, with the other of black *nuon* edged with satin has a true lovers knot embroidered in *diamondé*.

HAIR WAVING.

BELIEVE Me, after a Permanent Hair Wave done by Mrs. BETEN your hair is marked with Real-Definite Waves, and not like the Newly Advertised Method here which leaves the hair practically straight and requires a Backy-Washers—Mrs. J. BETEN (Trained in Paris). No. 2, PATENT BUILDING, Kowloon. Telephone: K. 945.

AUTUMN MILLINERY.

THE NEW STYLE: TWO MATERIAL HATS: STITCHING AND EMBROIDERY.

I mentioned last week the large consignment of new autumn hats which had arrived at The Dolly Varden Hat Shop, but I did not have space to tell you much about them. This week there are again new ones and in fact as you probably know they arrive on every mail boat.

Green is going to be important this season. There are several new green, a curious deep *can de ville*, pea green of a clear pastel shade and a warm bottle green. Pinks can be divided into the apricot and the beige tones besides a quite new tone which verges on cyclamen. Browns and beiges are on the whole warmer, and blues seem to tend towards sage.

The material effects are very smart. Most of them include felt; felt and panne is new and very chic, and it is also combined with corded silk.

The hats I saw in this shop fall, perhaps, into two lots, the felts which are trimmed by cutting of the shape and overaid bands and sections of felt, and those which have the new stitched trimmings. An example of the latter in bottle green, trimmed with a loose pattern of fine soutache braid in beige tones, and a stitched green velvet tam with a very smart soft feather mount to full over one cheek.

The double brim effect is used very often in the cut felts, the upper brim, if one may call it that, being turned back rather more like petals than with the stiff angles of last year. *Grograin* ribbon in a very much deeper tone often appears on these models.

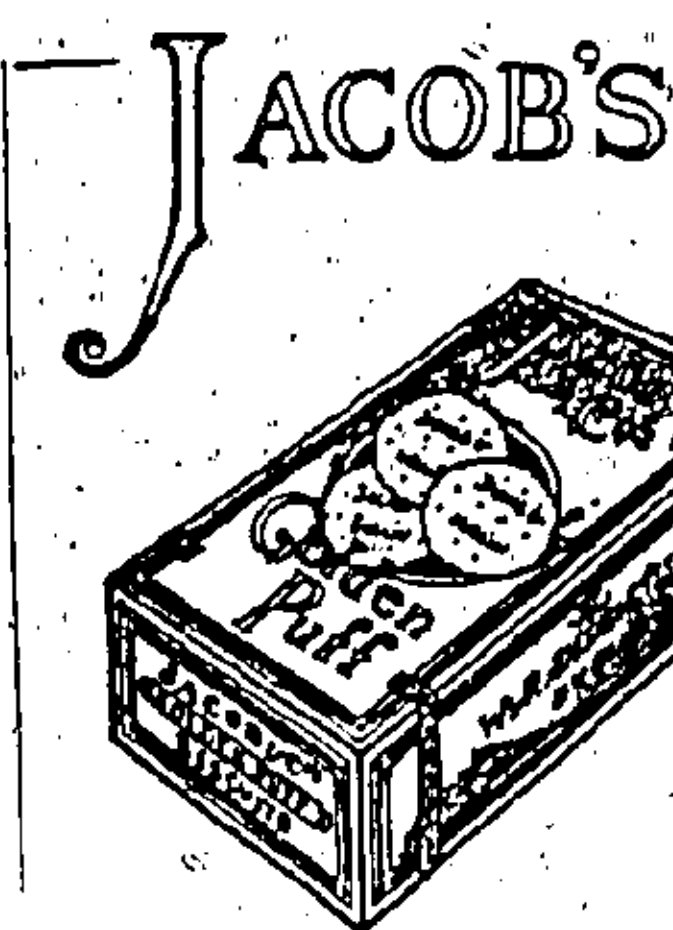
It would be impossible to attempt any detailed description, to choose even one or two out of nearly 300 hats all different and each with an equal right to distinction would not take us very far. The variety is endless and the charm common to all. Whatever your colour or head size there is a hat for you.

FOR AN ENGLISH BEAUTY.

THE GRACIOUS EVENING MODE.

Some really delightful evening frocks have arrived this week at the Dolly Varden Hat Shop. Like the charming hats which are always to be had there they are very reasonable in price and expressions of the latest fashions. You will find nothing *outré* or difficult to wear there, but each hat or frock is different and has the *cachet* that distinguishes a garment made from a model creation.

The first frock I noticed was the simplest and of a quite unusual charm. It is made of pastel blue tulle over violet silk. With its girle of mauve rose petals, the big silver tipped flowers on shoulder and hip, it expresses the wild rose beauty of the golden haired English girl whom its creator must surely have had in mind. Next I was shown a variety of more subtle headed frocks. There is one of black georgette which is closely sewn over with gold and silver beads. It is almost a straight little tunic but the cunning godets in the skirt emphasised by the line of the heading give it the fluid movement so important in the *mode*. A gracious gown is created of clear green georgette with a flowery design worked all over it in silver beads. The bodice is softly pouched over a swathed hip sash of silver *lamé*.



JACOB'S
GOLDEN PUFFS.

When Appetite
fails and it

is too hot to eat,

GOLDEN PUFFS

are
Light, Delicious,
Appetising.

GANG MURDER OF A CHILD.

HORRIBLE STORY AT CENTRAL POLICE COURT.

EXTRADITION PROCEEDINGS.

Extradition proceedings were commenced at the Central Magistracy yesterday, before Mr. R. E. Lindsell against a Chinese named Tsang Yu on a requisition made by the Canton authorities. The alleged fugitive is accused of kidnapping and murder. The story is one of appalling callousness the eight year old son of a village woman being decapitated and the head returned to the mother in order that the parents of other lads who were carried off might be encouraged to pay up.

Mr. H. Somerset Fitzroy, Assistant Attorney General, was for the prosecution, and Mr. F. H. Losely represented the fugitive.

At the commencement of the proceedings, Mr. Lindsell announced that he had the Governor's order on which the fugitive was arrested. Mr. Fitzroy applied for the alteration of certain dates appearing on the requisition from Canton. The date of kidnapping was given as 19th of the sixth moon of last year, which was erroneously translated as June 17th, 1927, instead of July 17th. At another place the document stated that the fugitive was wanted for the kidnapping of one Kwan Wai, and Mr. Fitzroy asked for the addition of the phrase "and eight others."

Mr. Lindsell allowed the alterations, mentioning that he had read through the document and found that Chinese dates were indicated and further that nine boys were alleged to have been kidnapped, from a school.

Mr. Losely raised no objection, but he said that as the defence would be an alibi, it made matters difficult for him. He asked to be allowed the right to reserve cross-examination, to which his Worship agreed.

Bandits Attack School.

Outlining his case, Mr. Fitzroy said that on July 17th last year, in the village of Pak Fong, which was in the Nam Hoi district, a band of men numbering about thirty, of which the fugitive was one, entered a school and carried off nine of the scholars. They were subsequently put on four or five junks.

At the moment he had no evidence of the murder, but he was hoping to get that from the Canton authorities. The evidence which he had, said Mr. Fitzroy, was from one of the boys, who was kidnapped. The father of another kidnapped boy, who paid a ransom of \$8,000, was also available as a witness. The mother of the murdered boy could say that she appealed to the bandits to leave her son alone. She was of the working class and unable to pay ransom.

The head of this boy was taken back to the village by the bandits on August 15th. It was impaled on a bamboo pole, and the object apparently was to terrorise the parents of the other boys who were kidnapped. Apparently they succeeded in this for several ransoms were paid.

Kwan Chan, a 16-year-old youth

then gave evidence of how he was kidnapped when his village was raided by bandits.

Boy's Head Returned To His Mother.

The mother of one of the kidnapped scholars told the Court that on the day of the attack on the school she was sitting outside her door. She was drowsy at the time but was awakened by the commotion. Later she saw her boy being carried off by one of the robbers. She shouted to him that she was a poor woman and implored him to let her son go free, but her pleadings fell on deaf ears and she saw her boy being hurriedly taken away.

A few days later she received a letter demanding ransom. She had no money and did not answer as she thought it would be useless. The mother said that she never saw her boy alive again. Some days later she found the head of this 8-year-old child stuck on a bamboo pole, which had been sent back to her.

Asked if she knew the names of Chan Yue and Chan Yui, she replied that she did and that they were members of the adjoining village. It was Chan Yui who was carrying her child and who passed her door in the escape.

\$8,000 Ransom.

Kwan Hing, father of one of the little kidnapped boys said that he was at a town called Kow Go at the time of the outrage. When he received the news he did not return to his village but reported the kidnapping to the elders of his village and they promised to report the incident to the Municipality of the City. Promises of action were made by the officials and later, he understood, a notice of reward for information leading to the capture of the gang had been issued. He had not seen it personally. Witness explained that the notice was posted in his village but he dared not return to the village. His son was returned (Continued on next column).

AIRWOMEN OF ENGLAND.

300 LEARNING TO FLY.

POPULAR AEROPLANE CLUBS.

Two hundred women in England are learning how to fly.

An uncertain number, undoubtedly a large one, are toying with the idea. Special encouragement to them to take lessons is now being given by the thirteen Government-subsidised private flying clubs, the Air Ministry has offered six £50 flying scholarships for those women who cannot afford the instruction fees, and recent weeks have seen civil aviation entering upon the greatest boom that has ever been known.

"Women are clamouring to learn to fly," a well-known club secretary tells me. "Two of our women members are at least middle-aged. These two," he adds, naively, "are not so quick as the men, but should eventually make average pilots."

The Mayfair Flying Club receives ten letters from women for every one from men.

Of All Classes.

The youngest British woman pilot is claimed by the Henderson Flying School, of Brooklands Aerodrome, as Mrs. Randall. The school also recently brought out Mrs. Courtney, wife of the famous Atlantic and test pilot. An interesting personality among airwomen is Miss Brown, of Lancashire Aero Club. She won a thrilling 100 miles an hour race at the Blackpool air pageant.

Among the society women air enthusiasts are Lady Loughborough, the Hon. Mrs. Richard Norton, the Hon. Mrs. Victor Bruce, Mrs. Wills and Mrs. Mond, all members of the Mayfair Flying Club and its "Women's Flying Reserve."

The women who fly do not always belong to the wealthy or the leisured classes. Most of them follow quite prosaic professions, such as accountancy and the law.

Two film actresses, a fashionable West End dressmaker, and a chauffeur are among the thirty-five women being taught to fly by the London Aeroplane Club at Stag Lane.

The Hampshire Aeroplane Club has the record number of women members of any flying club in this country. They total 50, and there are 330 male members.

to him after he had parted with \$8,000. He gave the money to his companion who paid the money to the gang. He knew the defendant who lived in the adjoining village.

Mr. Fitzroy at this stage remarked to the Magistrate that that was as far as he could go with the case. He expected to receive evidence of the murder and he would have to ask for a remand until such information was received from the Canton authorities.

Insufficient Witnesses.

The Magistrate replied that the authorities should have sent down more witnesses even for the charge of kidnapping. There may have been reasons for only the three witnesses being sent down, but the case could do with more.

The defendant had been held since June 26th until August 30th on a series of four-day deportation warrants. The prisoner had been released on August 30th but no sooner had he got to Arbutnot Road than he was re-arrested on the warrant issued by H.E. the Governor.

The Magistrate decided that the case should continue, such evidence as was available being taken.

Kwan Sing Kwan, the elder brother of the kidnapped boy who had already given evidence was called. He said that he was employed at a glass factory in Kennedy Town and on June 28th he saw the fugitive then mentioned at the defendant had been held since June 26th until August 30th on a series of four-day deportation warrants. The prisoner had been released on August 30th but no sooner had he got to Arbutnot Road than he was re-arrested on the warrant issued by H.E. the Governor.

The Magistrate decided that the case should continue, such evidence as was available being taken.

Kwan Sing Kwan, the elder brother of the kidnapped boy who had already given evidence was called. He said that he was employed at a glass factory in Kennedy Town and on June 28th he saw the fugitive then mentioned at the defendant had been held since June 26th until August 30th on a series of four-day deportation warrants. The prisoner had been released on August 30th but no sooner had he got to Arbutnot Road than he was re-arrested on the warrant issued by H.E. the Governor.

The Magistrate decided that the case should continue, such evidence as was available being taken.

Kwan Sing Kwan, the elder brother of the kidnapped boy who had already given evidence was called. He said that he was employed at a glass factory in Kennedy Town and on June 28th he saw the fugitive then mentioned at the defendant had been held since June 26th until August 30th on a series of four-day deportation warrants. The prisoner had been released on August 30th but no sooner had he got to Arbutnot Road than he was re-arrested on the warrant issued by H.E. the Governor.

The Magistrate decided that the case should continue, such evidence as was available being taken.

Kwan Sing Kwan, the elder brother of the kidnapped boy who had already given evidence was called. He said that he was employed at a glass factory in Kennedy Town and on June 28th he saw the fugitive then mentioned at the defendant had been held since June 26th until August 30th on a series of four-day deportation warrants. The prisoner had been released on August 30th but no sooner had he got to Arbutnot Road than he was re-arrested on the warrant issued by H.E. the Governor.

The Magistrate decided that the case should continue, such evidence as was available being taken.

CROATS AND SERBS.

RECASTING THE YUGOSLAV STATE.

[By A. BEAUMONT.]

It is enough to leave Trieste and to land ten hours later at Agram to feel oneself transferred at once into the Balkans. The people are apparently the same as in the West, but the atmosphere is different. They talk and discuss the latest happenings in Belgrade or in Zagreb in a way that seems mysterious and foreboding of greater trouble to come. There have been shocking things, it is true. Two Croat deputies shot dead in the Skupstina at Belgrade, three others wounded, one of them the great Croat leader Radich, who has since died. A few days later, by way of reprisal, a Serbian newspaper editor was shot and killed in Zagreb, and all over some intricate and deeply entangled questions that cannot be solved even with blood.

Ten years ago the Croats entered cheerfully and heartily into the scheme of a great Yugoslavia. It was their idea at first that they should form a nicely arranged, brotherly state, everyone living happy under one general government, with a national flag of their own, the colour of which had already been chosen, and with the ex-allies, the big Western countries like England, France, and America helping and protecting them, and, perhaps, as progress required it, helping them to build railways, settle their debts, and enable them to cut a good figure in the Society of Nations. But the Serbians, they say, did not quite enter into the scheme in the same way. There must be one State to command and lead the others, and that State would have to be Serbia.

It was accepted after some hesitation by the different countries—Croatia, Slovenia, Bosnia, and Dalmatia, which formed part of the former Austrian Empire—but with the idea that the Serbian hegemony should be a sort of brotherly leadership and not imply a state of inferiority. Ten years of experiment of this régime have proved that it is unworkable, and the Croats to-day are determined to have a revision not only of the Constitution but of the whole Yugoslav State system. They refuse to continue to be subject States or provinces of Serbia. They want to have their own Diet or Parliament, self-government of a most comprehensive kind, and nothing will compel the Croat deputies to return to the Serbian Skupstina, which has been its day.

Dr. Macko, Dr. Trumbic, and others have assured me of their firm determination to obtain a federal organisation, without which they will refuse to have anything more to do with Serbia. Surprises and exciting days are sure to come, as the Serbians, on their side, are not ready to yield to any of these demands. Yet most disinterested observers are agreed that without some new readjustment of relations political storm and stress will continue to distract the Triune Kingdom.—Sunday Times.

CAPTAIN COOK'S SEA CHEST.

ANCIENT RELIC TO BE SOLD IN LONDON.

BIRMINGHAM. An ancient sea-chest, said to have belonged to Captain Cook, and to have been used by him on most of his famous voyages of discovery, has just been sent from a Birmingham home to London, where it is to be sold.

Its present owners, Mr. and Mrs. G. F. Playforth, 373, Victoria Road, Aston, have no seafaring traditions, and it is an eventful story which leads up to their ownership of the chest.

The chest is said to have been given by Captain Cook to his friend Captain Billcliffe, a soldier of Lincolnshire, shortly after his return from one of his important voyages to the Antipodes, in 1775. After Cook's untimely death, Billcliffe gave it to Sir W. H. Elliott, whose father was Captain John Elliott, one of Cook's fellow navigators. Thus it remained with seafaring people for a time, but it passed eventually to William Alcock, of Useby Hall, Lincolnshire, and through his widow to John Stafford, of Market Rasen, Lincolnshire. Stafford married twice, and his second wife gave the chest to her sister, Mrs. Playforth, the present owner.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

SYNTHETIC INSULIN SEARCH.

CHEMISTS' GREAT OBSTACLE. CONSTITUTION NOT KNOWN.

Ever since insulin was discovered chemists have been trying to find a substitute which could be administered to patients suffering from diabetes by the mouth to avoid the trouble and pain of injecting insulin under the skin.

As the result of inquiries made by a *Daily Mail* reporter as to the progress of the search the following statement was obtained from the Research Department of the Middlesex Hospital:—

Up to the present, is so far as we know, insulin has not been obtained in synthetic form. It is a substance extracted from the pancreas of animals and, although it can be purified to a very great extent, we are as yet ignorant of its constitution, and until this has been determined synthesis is, of course, impossible.

Recently publications have appeared in Germany with regard to the therapeutic use of a synthetic substance whose pharmacological action is allied to that of insulin.

This has been on the Continental market under the name of "synthalin," and it is stated that it possesses the advantages of producing its effect when given by the mouth, a property not possessed by insulin.

The substance synthalin is a complex substituted guanidine derivative possessing marked toxic effects when given in large doses.

According to Continental workers it is very valuable in the treatment of mild diabetes and they also say it cuts down the quantity of insulin required in many other cases.

Experiments in this country, however, have proved that the substance does not act in the same manner as insulin and that its effect on many cases of diabetes is not in reality beneficial.

After very careful and elaborate trials in this country, the extensive use of synthalin has been abandoned.

Insulin Much Cheaper.

Insulin is now comparatively cheap. A few years ago the price of 100 units, equal to 10 ordinary doses, was 25s.; now this quantity is being sold for 2s. 8d. Both the Middlesex Hospital and the London Hospital, which use a large quantity, made their own insulin when prices were high but no longer find it advantageous to do so.

Efforts have been made in this country to provide a pancreatic preparation which could be taken by the mouth, and one firm of manufacturing chemists put up insulin in capsules. They were not, however, sold to the public, and after a trial their manufacture was abandoned.

THE "NIGHT SAFE."

INNOVATION BY THE MIDLAND BANK.

The tradesman need no longer have any fears as to the safety of his day's "takings," states a Home paper.

An innovation now being put into practice by the Midland Bank will make it possible for its clients to place their valuables in the bank's safes at any time of the day or night.

The first example of the "night safe" has been fitted to the King Street, Hammersmith, branch. The safe itself is inside the building, and is connected by means of a chute with a revolving door built into the outside wall. Access to the safe is gained by a special key provided by the bank.

The customer is also provided with a leather wallet in which he places cash and cheques. The wallet bears a distinctive number, and is fastened by a lock, the only key of which is retained by the customer.

After unlocking the revolving door in the street, the customer places his wallet on a platform in the aperture, and the closing of the door sends the wallet down the chute into the safe. Here it remains until the customer is able to call during banking hours, claim his wallet, unlock it himself, and pay in the contents in the ordinary way.

The fitting of the night safe involves structural alterations, a representative of the *Morning Post* was informed by an official of the bank, so that the safes cannot be fitted to all branches immediately.

The Hammersmith apparatus has only just been put into operation and it is impossible, as yet, to decide to what extent use will be made of it. The bank, however, is confident that it will be of great service to many customers, and the ultimate extension of night trading centres is almost certain.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

Now that it has passed into the saleroom it is hoped that some effort will be made to secure this interesting relic for the nation. It is in a fairly good state of preservation, the chest being covered with leather, studded with brass-headed nails.

GHOST TRICKS.

A SMART LAD.

HOW BUTTONS WERE MADE TO FLY.

"It is the crudest fake I have ever seen in my life."

The statement was made to a *Daily Mail* reporter by Mr. Harry Price, hon. director of the National Laboratory of Psychological Research, who made investigations concerning the "ghost" which is supposed to have been haunting No. 28, Hatfield-road, Llanbilleth, Monmouthshire, for several weeks.

"If Herbert Dyer, the 17-years-old supposed medium, is properly controlled," he said, "nothing happens. He is one of the smartest lads I have seen at this game."

Both his parents thoroughly believe in the boy, and the phenomena he produces, and Mr. Dyer himself broke down twice at the séance when his dead son Leslie was being talked about.

Mr. Price described the séance at which he and Mrs. H. Lewis were present. He said:

Directly we sat down one person controlled Herbert's left hand and foot. I controlled his right. When the lights were then put out I felt a movement of the boy's right arm and heard something drop into his lap.

The Empty Frames.

Instantly I guessed he had something up his coat which had been held in place by his right elbow. This proved to be absolutely correct for in his lap when the lights went up were two photographs, one of Leslie, which had come from frames on the wall of the next room. No one in the séance room had been there for over an hour except Herbert.

We all trooped in and found both frames empty. I suggest that he had taken the photographs from their frames, put them under his coat, and kept them in position there by his right arm.

Soon after this the controller on the left side said something was touching his right shoulder. I said to Herbert: "Will you allow me to put my hand there?" and when I did so I grabbed a handful of Herbert's hair.

Later on, while his legs were not controlled he pushed the table over with them. I saw him put his foot out.

Noise In The Cupboard.

Several tricks like that were performed that evening. I found that the whirling noise in the haunted cupboard was caused by Herbert rubbing his heel up and down the match-boarding of the interior, and when I placed him in another position the noise was quite different.

One thing that puzzled me for a moment was how he sent buttons flying across the table while he was being controlled. But I discovered that he had pushed down his waistcoat, got the two buttons under the edge of the table, and by a sudden jerk had whisked them off. It was a clever trick.

AN OTOGENARIAN OPTIMIST.

LORD LAMBOURNE PRAISES MODERN YOUTH.

Lord Lambourne, who was 91 last month, celebrated the event at his home, Bishop's Hall, near Romford. Of late he has been indisposed, but was sufficiently well to give a press representative some of his views on current events and affairs.

Recently Lord Lambourne had some piquant correspondence with the Post Office authorities on the question of the efficiency of his telephone. "There has not been the smallest improvement," he said gleefully, "and the only effect is that the officials get more and more civil. I spoke to my friend Sir William Mitchell-Thomson about it, but there have been three failures again in the week."

Lord Lambourne's views on modern youth are very encouraging to the younger generation; unlike many of his contemporaries, he does not think that England is "going to the dogs," except, perhaps, in the literal sense. "The pioneering spirit of the young men of to-day is as much alive as ever it was, but I cannot help thinking that they are not so ready to leave their homes unless they can be assured of an ample pecuniary reward. A number of young men are forsoaking the army because there is more money to be made in the City."

Speaking of the modern love of pleasure brought up to the question of "gate-crashers." "It is not a new thing," Lord Lambourne observed. "It was not impossible in my day, and there were certainly some who got in without invitations. It is a very impertinent practice, and I am astonished that some of the men and women, especially the men, who committed this atrocious form of social offence should have been invited to other houses."

Speaking of the modern love of pleasure brought up to the question of "gate-crashers." "It is not a new thing," Lord Lambourne observed. "It was not impossible in my day, and there were certainly some who got in without invitations. It is a very impertinent practice, and I am astonished that some of the men and women, especially the men, who committed this atrocious form of social offence should have been invited to other houses."

Speaking of the modern love of pleasure brought up to the question of "gate-crashers." "It is not a new thing," Lord Lambourne observed. "It was not impossible in my day, and there were certainly some who got in without invitations. It is a very impertinent practice, and I am astonished that some of the men and women, especially the men, who committed this atrocious form of social offence should have been invited to other houses."

Speaking of the modern love of pleasure brought up to the question of "gate-crashers." "It is not a new thing," Lord Lambourne observed. "It was not impossible in my day, and there were certainly some who got in without invitations. It is a very impertinent practice, and I am astonished that some of the men and women, especially the men, who committed this atrocious form of social offence should have been invited to other houses."

Speaking of the modern love of pleasure brought up to the question of "gate-crashers." "It is not a new thing," Lord Lambourne observed. "It was not impossible in my day, and there were certainly some who got in without invitations. It is a very impertinent practice, and I am astonished that some of the men and women, especially the men, who committed this atrocious form of social offence should have been invited to other houses."

Speaking of the modern love of pleasure brought up to the question of "gate-crashers." "It is not a new thing," Lord Lambourne observed. "It was not impossible in my day, and there were certainly some who got in without invitations. It is a very impertinent practice, and I am astonished that some of the men and women, especially the men, who committed this atrocious form of social offence should have been



Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays.

Pres. Grant ... Tuesday, Sept. 25th
Pres. Cleveland ... Tuesday, Oct. 9th
Pres. Pierce ... Tuesday, Oct. 23rd
Pres. Taft ... Tuesday, Nov. 6th

To Seattle and Victoria.
The Short, Straight Route to America
Fortnightly sailings on Tuesdays.

Pres. Jefferson ... Tuesday, Sept. 18th, 8 a.m.
Pres. Lincoln ... Tuesday, Oct. 2nd
Pres. Madison ... Tuesday, Oct. 16th
Pres. Jackson ... Tuesday, Oct. 30th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada. Liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Van Buren, Sun., Sept. 23, 8 a.m. Pres. Garfield, Sun., Nov. 19, 8 a.m.
Pres. Hayes, Sun., Oct. 7, 8 a.m. Pres. Harrison, Sun., Dec. 2, 8 a.m.
Pres. Polk, Sun., Oct. 21, 8 a.m. Pres. Monroe, Sun., Dec. 16, 8 a.m.
Pres. Adams, Sun., Oct. 4, 8 a.m. Pres. Wilson, Sun., Dec. 30, 8 a.m.

To Manila

Pres. Grant, Sept. 15th, 6 p.m. Pres. Pierce, Oct. 13th, 6 p.m.
Pres. Lincoln, Sept. 29th, 6 p.m. Pres. Jackson, Oct. 23rd, 6 p.m.
Pres. Cleveland, Sept. 29th, 6 p.m. Pres. Taft, Oct. 27th, 6 p.m.
Pres. Madison, Oct. 9th, 6 p.m. Pres. McKinley, Nov. 6th, 6 p.m.

SPECIAL ROUND-TRIP SUMMER FARES

From Hong Kong to SHANGHAI and return ... H.K. \$120.00
" " " " KOBE " " " " H.K. \$210.00
" " " " YOKOHAMA " " " " H.K. \$235.00

Round-Trip Tickets at the above Rates will be sold until SEPTEMBER 21st, and will be valid for Return Passage up to Three Months from Date of Issue.

For Bookings, Passenger and Freight Information apply to

PEDDER BUILDING, Ground Floor.

Telephone Central 2477, 2478 and 795

Cable Address "Dollar"

CANTON BRANCH—4, SHA KEE STREET.

American Mail Line
and
Dollar Steamship LineTHE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "JAVA"

loading on or about
19th September

For
MARSEILLES, LE HAVRE, ANTWERP, ROTTERDAM,
AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN
AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:— SHANGHAI, ETC. CONTINENT, ETC.
M.S. "Chile" ... 18th Oct.
M.S. "Asia" ... 28th Oct.
M.S. "Afrika" ... 24th Oct.
M.S. "Malaya" ... 11th Jan, 1929
M.S. "Siam" ... 2nd Dec.

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

Telephone C. 4073. Agents. (14)

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Sept. 13th

Previous Day at 2 p.m. Day at 8 a.m. Day at 4 p.m.

Barometer ... 29.69 29.69 29.69

Temperature ... 84 81 91

Humidity ... 70 76 47

Wind ... Calm Calm W.S.W

Direction ... Calm Calm W.S.W

Force ... 0 0 0

Weather ... 0 0 0

State ... 0 0 0

Highest open-air temperature, 12th: 87

Lowest open-air temperature, 14th: 81

B = Blue sky; C = Cloudy; D = Drizzle; F = Fog; L = Lightning; M = Mist; O = Overcast; P = Passing showers; Q = Squalls; R = Rain; T = Thunder.

HONG KONG TIDE TABLE.

From September 14th to 20th, 1928.

High Water. Low Water.

Day of Month. Day of Month.

Time. Time.

Height. Height.

Day of Month. Day of Month.

Time. Time.

Height. Height.

Day of Month. Day of Month.

Time. Time.

Height. Height.

Day of Month. Day of Month.

Time. Time.

Height. Height.

PUNTA ARENAS—CHILE OR COSTA RICA?

GOODS CARRIED TO WRONG DESTINATION.

SHIPPING COMPANY TAKE UNNECESSARY RISK.

JUDGMENT AGAINST DOLLAR S.S. CO.

Holding that a steamship company should not take unnecessary risks by failing to make full inquiry, Mr. Justice P. Jacks gave judgment against the Dollar Steamship Company yesterday at the Summary Court in favour of Messrs. Watanamal Boolehand & Co. for \$391.25 with costs.

The action arose out of a shipment made on July 30th, 1926 to the port of Punta Arenas. It appeared that there are two places of that name, one in Costa Rica and the other in Chile. It was for the latter place that the shipment was intended, but as there was a misunderstanding between the parties, the goods were sent to the Punta Arenas in Costa Rica. The shipment was kept there for six months, and not finding a consignee, it was ultimately sold to pay for storage.

THE JUDGMENT.

The full text of Mr. Justice Jacks' judgment follows:

The facts are as follows:—In July, 1926, the plaintiff received an order to buy certain goods and ship them to a customer at Punta Arenas in Chile. He duly purchased and packed the goods and after seeing the Consular for Chile and getting the necessary certificate he found the next ship sailing for America was the defendants' steamship, *President Wilson*. The plaintiff's assistant manager went to the defendants' office to make enquiry about the freight for Punta Arenas. He did not mention Chile. He said that he knew of no other Punta Arenas. He was told what the freightage would be and given the necessary forms for the shipping documents, which he took back to his office and had them filled in. The goods were put on board and the mate's receipt for them was obtained. Subsequently a bill of lading was sent to the plaintiff and the freight charges paid.

The plaintiff's assistant manager said that when he made his inquiry about freightage he was not informed that there were two places called Punta Arenas, and he did not insert the word Chile in the bill of lading. The goods were eventually sent to Punta Arenas in Costa Rica and were not heard of again by either of the parties to this action until March, 1927, when the plaintiff was informed by his customer in Chile that the goods had not arrived.

Inquiries Should Have Been Made.

The defendants were at once informed and inquiries made. As the result of those inquiries it transpired that the goods had arrived at Punta Arenas, Costa Rica, and after lying in a warehouse there for about six months had been sold on February 24th, 1927, to cover storage charges.

The plaintiff has brought this action to recover the loss he has sustained by reason of the goods being carried to the wrong place. I confess that at first I felt little sympathy for the plaintiff. To my mind he neglected a very ordinary precaution in omitting to state the name of the country to which he was consigning his goods. It may be true that he only knew of one Punta Arenas, but it is a comparatively little known place to people dwelling in this part of the world. On the other hand the defendants from the nature of their business might have known that there were more places than one of that name. They were certainly in a position to find out and I think they should have made inquiries in a case like this, in which they are asked to carry goods half-way across the world to a place which is certainly not one of the great ports of the world.

How It Got To Costa Rica.

How did it happen that the goods were taken to Costa Rica? That country is not mentioned in the bill of lading. I believe the truth of the whole matter is this:—The defendants frequently carry goods to Punta Arenas in Costa Rica. In fact they had another consignee for that place, shipped in the *President Wilson*, and that place was probably in the minds of the defendants' office staff when the plaintiff's representative called to make his inquiry about freight. The freight quoted was for that place. I do not believe that anything was said about Chile at that time. I do not believe it occurred to any of them to make inquiry.

In the ship's manifests which I understand were prepared in the defendants' outward freight department—from particulars stated on the bill of lading, I find a large consignee entered for Punta Arenas, Costa Rica. Immediately below it particulars of the plaintiff's consignee are entered and in the column headed "Final destination" the word "Ditto" has been entered under the "Punta Arenas, Costa Rica" of the preceding entry. The defendants' shipping clerk, Tsui Yung On, swore that he made this entry and that he asked Mr. Garcia, the manager of the Outward Freight Department, and already discussed the

It would appear therefore that the unwarranted entry in the manifest was not due so much to the carelessness of the clerk as to that of his chief. Mr. Garcia, in his evidence, stated he knew that there were two places called Punta Arenas. He went further and stated that he remembered being called to the counter when the plaintiff's representative made his inquiry about freight for Punta Arenas, and that when he inquired which Punta Arenas he was asked "To which Punta Arenas they consigned goods most frequently?" On his stating Punta Arenas, Costa Rica, he was told that "That was the place."

This strikes me as a futile story and must have seemed unconvincing to a shipping officer of Mr. Garcia's experience. Such an incident, if it did occur, should have crossed Mr. Garcia's mind when the question was again put to him by the clerk who was preparing the manifest, and even if it did not, the fact that he knew of another Punta Arenas should certainly have put him on his guard.

I cannot believe his story of what took place at the counter. If anything of the kind did occur it was all the more reason for covering himself by insisting on something further being put in the bill of lading, or obtaining some written direction from the plaintiff on the matter. I believe that the fact of there being another Punta Arenas than that in Costa Rica did not occur to him at the time. In any event he was taking a great risk in inserting in the manifest something which was not warranted by the bill of lading.

A Latent Ambiguity.

It is true that the bill of lading is ambiguous and that the ambiguity was a latent one until it came to be acted on, but it began to be acted upon when the manifest was being prepared and there was still time to have the matter cleared up before anything serious occurred.

Mr. Watson, for the plaintiff, quoted the case of *Walker v. Jackson* (10 M. & W. 161) in which it was laid down by Baron Parke, as he then was, "That as a general rule if anything is delivered to a person to be carried it is the duty of the person receiving it to ask such questions about it as may be necessary." This rule was adopted in the later case of *Lebanon v. General Steam Navigation Co. Ltd.* (8 C.P. 89) in which Mr. Justice Brett, afterwards Lord Esher, referred to Baron Parke. "As a master in the art of laying down general propositions of Mercantile Law."

The Root Of The Dispute.

In my opinion the failure of the defendants to make further inquiries at the time the manifest was being prepared is the real root of the dispute which has arisen here. By deciding for themselves that the goods were to go to Costa Rica without making any inquiry of the plaintiff they incurred responsibility for everything which happened afterwards.

It is well established, and Mr. Hugh Jones has quoted several authorities on the point, that where there is a latent ambiguity in a contract the parties are not *ad idem* and there is no contract, so after the ambiguity had become patent to the defendants, it was their duty to make further inquiry and by doing so in this case they might have prevented any loss occurring. Instead of doing this they took the risk and a quite unnecessary risk of deciding for themselves what the real destination of the plaintiff's goods was.

All through the correspondence between the parties and between the defendants and their agents at San Francisco no reference is made to the fact that the plaintiff had in any way authorised the consignment of the goods to Costa Rica. Mr. James, in one of his early letters to the defendants' agents in San Francisco, admits that his office should have checked the bill of lading more carefully and insisted on the name of the country being specified. Would he have made this admission had he known that the manager of the freight department had already discussed the

(Continued at foot of next column.)

28 YEARS OF TORTURE.

NO RELEASE FROM A "WATCHMAN" WIFE.

SONG TAUNTS WITH A GRAMOPHONE.

VIENNA.

Johann has done all that a man can lawfully do, a Viennese man, to obtain the dissolution of his marriage with Josephine. They have been married since 1901, and have a boy of 14 and a girl of 12. He is a railway official and she makes herself financially independent with a prosperous allotment garden in which Johann does most of the work.

Johann has put up with a great deal before applying for divorce on the ground of his wife's persistent jealousy and spitefulness. Two courts have decided in his favour, considering the evidence overwhelming, but the Supreme Court has just given its decision against him.

Jealousy.

The grounds were that "mere jealousy hurts the jealous one more than the victim," and that her offences, though collectively a torment for her husband, did not justify the dissolution of a marriage after 28 years, with blame on her, which would mean that she would forfeit her right to maintenance and her claims to a pension after his death.

Witnesses stated that the wife would wait for hours in the rain to see whether her husband went to speak to another woman; that other allotment gardens had been given up because she annoyed the wives of the men who owned them by her jealous suspicions; that she habitually followed her husband on journeys in tramway-cars to watch him and was known among his colleagues as "the watchman."

A Termagant.

She treated him in other ways with great inconsiderateness. She forbade the children to greet him and told them stories of his alleged infidelity. Several women came forward in court to assert that his life had always been blameless. She would not even allow him to rest when he came home tired in the evening. If it was too wet for him to be sent to work in the allotment she set her gramophone going and sang to its music songs of faithless husbands and the terrible and ridiculous things that happened to them.

She had laid before the courts a letter of love purporting to be written by Johann which each court declared to be a forgery by herself. Josephine left the court triumphantly with her children and Johann walked sadly behind her alone.

IRISH WOMEN PELT POLICE.

VOLLEY OF FRUIT AND FISH BOXES.

Civic Guards confessed in Dublin Police Court that they were afraid to go near four women against whom they gave evidence in assault charges.

The charge sheet accused Bridget Geraghty of striking Guard Forde in the eye with a tomato, Bridget Scott of striking Guard McDonald on the head with a box, Bridget McGuinness of striking McDonald with a quantity of fruit, and Barbara Howard of assaulting Guard Henry and resisting arrest by throwing herself on the ground.

The guards complained that when the women were asked to remove their stalls from a footway they threw fruit, fish-boxes, and baskets. Additional guards and a motor-car had to be called to remove them to the station. The magistrate, Mr. Kenny, ordered Bridget Geraghty a month's imprisonment. Combe was fined £2, and the other two women £1 each.

Mrs. Geraghty (who had a baby in her arms) then threw herself on the floor of the dock. People in the court shouted and cheered as she was forcibly removed to the cells.

Mr. Kenny: Savages would hardly behave as they did in the dock.

matter with the plaintiff's representative who had agreed that Costa Rica was the intended destination. Nothing was heard of this until Mr. Garcia went into the witness box. The impression I took of his story was that it was a very poor effort to make and that far from improving the position of the defendants in the matter it did the reverse.

The defendants pending express direction to take the goods to Costa Rica or Chile were bailiffs of the goods—the conditions of the bill of lading did not apply to an unauthorised voyage to Costa Rica. I hold the defendants responsible for the loss sustained in consequence thereof, I accordingly give judgment for the plaintiff for \$391.25 and costs.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'s STEAMER "MOBEA".

ARRIVED HONG KONG ON 13th SEPTEMBER, 1928.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, MALTA, PORTSAID, ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays, within the Free Storage period.

All Claims must be presented within 10 days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

MAKINNON, MACKENZIE & CO., Agents.

Hong Kong, 13th Sept., 1928. [6713]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE.

THE Steamship "TAKADA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 14th Sept., 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within 10 days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master.

MAKINNON, MACKENZIE & CO., Agents.

Hong Kong, 7th Sept., 1928. [6689]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "CARL LEGIEN"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th September, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 14th September, 1928, at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

All Claims must reach us before the 20th September, 1928, or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO., Agents.

Hong Kong, 8th Sept., 1928. [6684]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBORO, ANTWERP, LONDON & STRAITS.

The Steamship "BENVENUE"

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong & Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant will be subject to Rent.

All Claims must reach us before the 1st October, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 10 a.m., by Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hong Kong, 10th Sept., 1928. [6693]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

OHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel

"MENELEUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 12th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 13th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 2nd October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

12th Sept., 1928. [6704]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM & CONTINENTAL PORTS VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel

"EURYLOCHUS"

are hereby notified that the Cargo having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as the Goods are landed.

Goods not cleared by 14th Sept., 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within 10 days of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 19th September, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 2nd October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG & HAIPHONG	"TEAN"	On 14th Sept. 10 a.m.
SWATOW, AMOY, SWATOW & SINGAPORE	"ANHUI"	On 15th Sept. 3 p.m.
SHANGHAI & TIENTSIN	"SUNNING"	On 16th Sept. 5 a.m.
SHANGHAI & BANGKOK	"KWANGCHOW"	On 16th Sept. 2 p.m.
SHANGHAI, NEWCHANG & DALNY	"CHENGTOU"	On 17th Sept. 2 p.m.
AMOI, SHANGHAI & TIENTSIN	"SUIYANG"	On 19th Sept. 5 a.m.
SHANGHAI	"YUNNAN"	On 19th Sept. 5 p.m.
WEIHAIWEI, CHEFOO & DALNY	"CHANGCHOW"	On 20th Sept. 2 p.m.
SHANGHAI	"LINAN"	On 20th Sept. 2 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 22nd Sept. 4 p.m.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 23rd Sept. 5 a.m.
AMOI, SWATOW, S'PORE & BANGKOK	"KWANGTUNG"	On 23rd Sept. 6 a.m.
SWATOW & BANGKOK	"KIANGSU"	On 23rd Sept. 2 p.m.
SHANGHAI, NEWCHANG & DALNY	"LIANGCHOW"	On 24th Sept. 2 p.m.
AMOI, SHANGHAI & TIENTSIN	"SINKIANG"	On 26th Sept. 5 a.m.
SWATOW & BANGKOK	"KAYING"	On 30th Sept. 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 1st Oct. 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"RUEICHO"	On 4th Oct. 4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to — BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36 Agents.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIA, NEW ZEALAND AND TONGA. PORTS
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION
HONGKONG TO SYDNEY—19 DAYS.

Steamers	Days Home	Days to Sail
TAIPING	In Port	14th September
CHANGTE	10th October	14th October
TAIPING	6th November	13th November
CHANGTE	7th December	14th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.
TELEPHONE CENTRAL 36. Agents.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELDERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "PREMIER"	Via Suez Canal	19th September
S.S. "CITY OF WELLINGTON"	Via Suez Canal	5th October
S.S. "AGAPENOR"	Via Suez Canal	17th October
S.S. "CITY OF RHODOS"	Via Suez Canal	26th October
S.S. "PYRRHUS"	Via Suez Canal	16th November
S.S. "CITY OF PERTH"	Via Suez Canal	30th November

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For Freight and Particulars, apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., HONG KONG

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TC

BOSTON

AND

NEW YORK

M.V. "JAVANESE PRINCE"	17th September
M.V. "JAPANESE PRINCE"	14th October

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165 (Incorporated in Great Britain)
Telegrams: Furnprince King's Building. [19]



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
ATHOS II ... 25th Sept.	SPHINX ... 25th Sept.
D'ARTAGNAN ... 30th Oct.	G. METZINGER ... 28th Oct.
SPHINX ... 30th Oct.	PAUL LECAT ... 28th Oct.
G. METZINGER ... 6th Nov.	ANDRE LEBON ... 7th Nov.
PAUL LECAT ... 6th Nov.	CHENONORSAUX ... 21st Nov.
ANDRE LEBON ... 18th Dec.	POROS ... 19th Dec.
CHENONORSAUX ... 18th Dec.	ATHOS II ... 19th Dec.
POROS ... 1st Jan. 1929	D'ARTAGNAN ... 2nd Jan. 1929
ATHOS II ... 15th Jan.	SPHINX ... 16th Jan.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKIRK via Port-Said, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp).

S.S. "YANG-TSE" ... 20th September.

For Particulars, apply to—

Cie. des MESSAGERIES MARITIMES

Telephone: (1, 35) and 740 5, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

September 12th.

Kum Sang, British str., 3,447 tons, Capt. H. W. Chandler, from Osaka via Kobe and Amoy, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.

Lyons Maru, Japanese str., 4,340 tons, Capt. S. Hirose, from Shanghai, lying at the left on September 9th, with a general cargo, lying at buoy No. A10—N.Y.K.

Tuanlee, Chinese str., 1,661 tons, Capt. A. Krangle, from Saigon and Swatow, with a cargo of rice, lying at buoy No. B47—Yuen Shing Fat.

September 13th.

Borneo, British str., 1,297 tons, Capt. J. H. van Berg, from Swatow, lying at buoy No. C39—Shun Tai S.S. Co.

Chenau, British str., 1,355 tons, Capt. J. D. Milne, from Canton, with a general cargo, lying at buoy No. B9—B. & S.

Chipping, British str., 1,199 tons, Capt. D. G. Burleigh, from Canton, with a general cargo, lying at buoy No. C33—Jardine, Matheson & Co.

Corona, Norwegian str., 1,933 tons, Capt. O. M. Klette, from Chinwangtao, which port she left on September 8th, with a cargo of coal, lying at Lanchikok—Doddwell & Co.

Kirika Maru, Japanese str., 1,829 tons, Capt. S. Tamura, from Dairen, which port she left on September 4th, with a cargo of coal, lying at buoy No. E50—O.S.K.

Morra, British str., 10,953 tons, Capt. R. Holland, from London, which port she left on August 10th, with mails and general cargo, lying at Kowloon Wharf—P. & O.

Song Bo, French str., 720 tons, Capt. J. Bouamour, from Haiphong, with a general cargo, lying at buoy No. C40—M.M.

Tunkin, French str., 907 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C43—M.M.

CLEARANCES.

September 13th.

Glenapp, for Shanghai.
Hydrangea, for Swatow.

Kirika Maru, for Canton.
Lyons Maru, for Singapore.

Mingdo Maru, for Hoihow.
Morca, for Shanghai.

Natica, for Balikpapan.
Prosper, for Saigon.

Shin Hing, for Macao.
Song Bo, for Canton.

Taiping, for Manila.
Tak Hing, for Autau.

Tean, for Hoihow.
Tunkin, for Haiphong.

SHIPPING MOVEMENTS.

The m.v. *Leverkusen* (Hamburg-Amerika Linie) left Singapore on Tuesday, the 11th inst., at 3 p.m., and is due here on Monday, the 17th inst., at 6 a.m.

SUNRISE AND SUNSET.

	Sunrise.	Sunset.
To-day	6.10 a.m.	6.28 p.m.
To-morrow	6.10	6.27
Sunday	6.10	6.26

PASSENGERS.

Arrivals.

The following passengers arrived here on Sept. 13th from London and way ports by the s.s. *Murea*:—
For Hong Kong: Miss M. Colbert, Miss P. Rix, Miss Spradbury, Miss R. Gordon, Mrs. E. Crabbe and child, Mr. H. L. Ewin, Mr. E. R. Bovill, Miss M. B. Woodhead, Mr. A. H. Greenaway, Mrs. L. Chen and child, Miss C. Duvall, Mr. and Mrs. F. G. Walcott and child, Master Spradbury, Mr. L. J. Flavel, Mr. L. Forster, Mr. J. Loring, Mr. and Mrs. T. Aplin, Mr. H. Gordon, Mr. H. N. Laver, Mr. G. A. Plummer, Dr. H. E. Adams, Dr. M. K. Khan, Mr. H. Pahlusung, Dr. N. P. Chamarette, Mrs. Saunders, Miss Onyon, Mr. Lim Thin Yew, Mr. Lim Peng Team, Mr. Lim Peng Tom, Mr. Lim Poh Sim, Mr. Chow Poh Hen, H.E. Bhupal and Lady Pradibaddha, Mr. L. Narasing, Mr. B. Narasing, Mr. and Mrs. A. W. Blackford, Miss F. T. Wong, Mr. and Mrs. D. Pideand, Mr. D. A. Chotermal, Mr. G. W. Webb, Mr. Yan Wing Shou, Master Yan Wing Fong, Miss G. Burt, Mr. A. Blacklock, Mr. H. C. Tan, Mr. Wong Kum Tong, Miss Tong, Mr. Leong Yan Hon, Mr. Woo Sek Hong, Mr. Chan Ah Ngow, Mr. Law Row Yee, Miss Woo Po Wee, Master Woo Pen Kee, and Miss Wong Lai Chong. For Manila: Mr. J. R. Thornton and Mr. C. W. Wilson. For Shanghai: Mr. and Mrs. J. Hatfield and child, Miss I. Argent, Mrs. C. H. Page, Surg.-Lt. Fitzpatrick, Mr. N. S. Dardon, Mr. E. E. Hudson, Mr. W. Goslin, Mr. M. P. White, Mr. L. F. Garrett, Mr. J. J. Spring, Mr. K. A. Pegden, Mr. B. Bowen, Miss M. R. Brice, Capt. H. P. Surrey, Mr. C. Nicholls, Major T. F. Strubell, Mr. W. F. Harris, Mrs. C. G. Hadden, Mr. C. E. Tallow, Mr. and Mrs. J. R. Corley, Mr. Lee Geok Seng, Mr. Chan Kee Seng, Mr. Lim Ka Khe, Mr. and Mrs. Lee Koh Kiah, Miss Mary Lee, and Mr. H. Tamlyn. For Kobe: Mr. P. W. Watling, Mrs. H. C. Twist, Mr. and Mrs. H. Gledhill, Mr. A. S. Exell, Mr. and Mrs. P. Anderson and two children, and Mr. K. H. Mahiani. For Yokohama: Mr. and Mrs. C. Bernard, and Mr. E. A. Yates.

MERCHANT SHIPS IN PORT.

The following merchant vessels were in port yesterday at 8 a.m.:—
British: *Merleau*, *Kwai Sang*, *Haining*, *Kam Sana*, *Lyemoum*, *Chienan*, *Borneo*, *Chip Shing*, *Lomping*, *Natica*, *Hydrangea*, *Tran*, *Mau Sang*, *Glenapp*, *Kwangchow*, *Apoy*, *Taiping*, *Tyndarus*, *Changchow*, *Phenpenh*, *Chinhua*, *Sumatra*, *Lok Sun*, *Seang Bee*, *Taikoo*, *Gorgistan*.
American: *Scottsburg*.
Norwegian: *Helios*, *Van*, *Daviken*, *Prosper*, *Pronto*, *Svale*, *Dampito*.
Japanese: *Kishu Maru*, *Lyons Maru*, *Shinyo Maru*, *Koya Maru*, *Ikoman Maru*, *Menado Maru*, *Deli Maru*.
Chinese: *Tuan Lee*, *Chung Kong*, *Wing Wo*, *Sun Kong*, *Wing On*, *Cheung On*, *Derwent*, *Poo Tye*, *Yan On*, *Hung Chou*, *Gen. H. Kuo*, *Man Sun*.
Dutch: *Tjikembang*, *Cremer*, *Tylandart*, *Jan Otto*.
Portuguese: *Kong On*, *King On*.
Danish: *Bintang*.

VESSELS EXPECTED.

Peninsular and Oriental.

Kalyan, to-day.
Muzapore, Sept. 18th.
Khyva, September 27th.
Kaddapore, September 27th.
Kahgar, September 29th.
Jeypore, October 12th.
Macedonia, October 12th.
Karmala, October 19th.
Khyper, October 19th.
Kashmir, November 2nd.
Malwa, November 9th.
Yaldera, Nov. 23rd.
Mantula, Dec. 7th.

Princess Line.

Japanese Prince, September 18th.
Japanese Prince, October 14th.
Swedish East Asiatic Co., Ltd.
Japan, October 8th.
Hawaii, Oct. 8th.
Sumatra, Oct. 20th.

Thoresen & Co., Ltd.

(With Wilhelmsson, Oslo, N.A.A.L.).
Teneriffa, to-morrow.
Tung Sha, October 8th.
Tai Wan, November 16th.

MOTOR-SHIP DEMAND.

CLYDE-BUILDER SAYS THAT
PEAK HAS BEEN REACHED.

Glasgow.
Of the shipbuilding production on the Clyde an increasing proportion is represented by motor-driven vessels.

Of 80 ocean-going vessels launched during the seven months January to July, 15 have been motor-driven.

Of recent new orders the greater number have been for motor-ships. The significance of this is qualified by the fact that the total orders have been few.

Mr. Murray Stephen, of Messrs. Alexander Stephen and Sons, shipbuilders, Govan, said:

My opinion is that motor-ship building has reached its peak, and that in ten years the proportion of steam vessels under construction will be greater than at present. The steam engine, I think, is beginning to make up some of the lost ground. Another Clyde shipbuilder said: The motor-ship is suited for long-distance trades for which oil fuel can be obtained at economic prices, but it is doubtful if anything like a general adoption of motor propulsion is to be anticipated.

UNCLAIMED TELEGRAMS.

AT THE GREAT NORTHERN TELEGRAPH CO.

ADDRESSED FROM
Luo Erol ... Amoy
Daido Gummy ... Shanghai
Mrs. Orasco, Francis Hotel, Shanghai.

AT THE EASTERN EXTENSION, AUSTRALASIA AND CHINA TELEGRAPH CO.

ADDRESSED FROM
Glasgow, Hong Kong, Brisbane, Hotel, Rotterdam, ... Shanghai, 7th Avenue, ... St. Denis, 7th Avenue, ... Reunion.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	Steamer	Date
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG" "HANGSANG" "FOOSHING" "CHAKSANG"	Sun., 16th Sept., at Noon Wed., 19th Sept., at Noon Sun., 23rd Sept., at Noon Wed., 26th Sept., at Noon
KOBE via AMOY, KEE-LUNG & SHANGHAI	"FOOKSANG"	Sun., 16th Sept., at 7 a.m.
OSAKA via AMOY, SHAI, MOJI & KOBE	"HOSANG"	Fri., 21st Sept., at 7 a.m.
CANTON	"FOOSHING"	Mon., 17th Sept., at 8 p.m.
STRAITS & CALCUTTA	"KUMSANG" "YUENSANG"	Satur., 15th Sept., at 3 p.m. Thurs., 20th Sept., at 3 p.m.
TIENTSIN	"CHIPSHING"	Fri., 14th Sept., at 5 p.m.
SANDAKAN	"MAUSANG" "HINSANG"	Thurs., 20th Sept., at 3 p.m. Thurs., 27th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.
GENERAL MANAGERS

Telephone: Central No. 216.

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

To LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENAMOIY"	(via Oran)	21st Sept.
Motor Vessel "GLENAPP"	(via Oran)	21st Oct.
Motor Vessel "GLENSEIEL"	(via Oran)	16th Nov.

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENTARA"	27th Sept.
Motor Vessel "GLENSHIEL"	28th Sept.
Steamship "CARNARVONSHIRE"	14th Oct.
Motor Vessel "GLENBEG"	28th Oct.

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
Cabin class ... £73. Intermediate class ... £18.
THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON
Cabin class ... £80.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "TRIER"	departures	20th Sept.
Freight	S.S. "Scaldis"	departures	10th Oct.
Pass.	S.S. "DERFFLINGER"	departures	10th Oct.
Freight	S.S. "Ducan"	departures	5th Nov.
Pass.	S.S. "SAARBRUECKEN"	departures	17th Nov.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

◀ Through Bills of Lading issued to all parts of the world. ▶

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

Cabin class	... 875.00.	Intermediate class	... 845.00.
-------------	-------------	--------------------	-------------

Pass.	S.S. "DERFFLINGER"	due here	23rd Sept.
Freight	M.S. "Trive"	due here	14th Oct.
Pass.	S.S. "SAARBRUECKEN"	due here	21st Oct.
Freight	S.S. "Fritz"	due here	7th Nov.
Pass.	S.S. "COLENZ"	due here	18th Nov.

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378 3, Chater Road, Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	Friday	the 14th Sept., at 3 p.m.
HAICHING	Tuesday	the 18th Sept., at 3 p.m.
HALVARD	Friday	the 21st Sept., at 12 Noon

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice-versa and Return by the same Steamer at the Reduced Rate of \$20.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

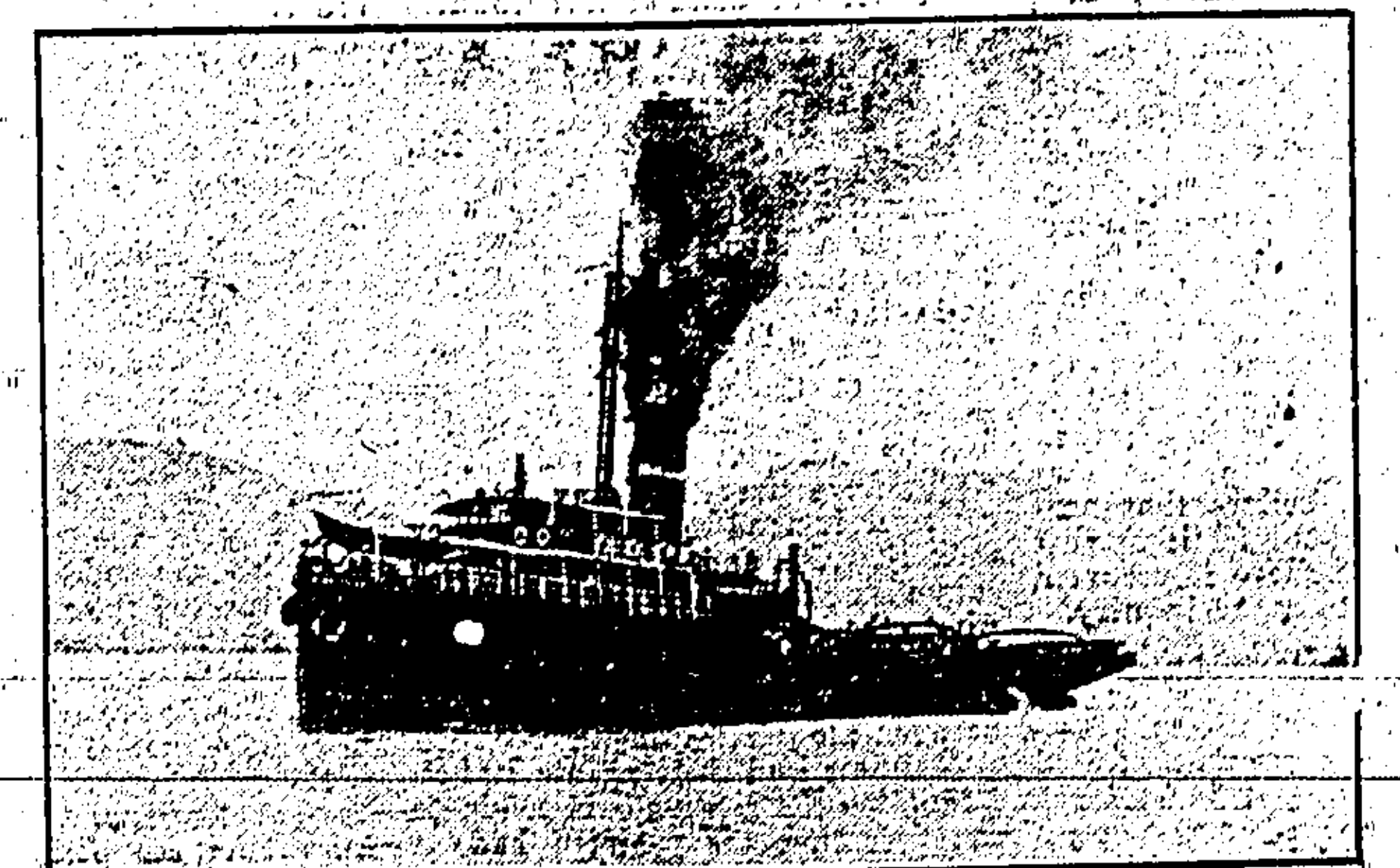
DOUGLAS LARBAIK & CO.,

General Managers.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
Codes Used: A1, A.B.C. Fifth Edition, Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 165 ft. Breadth 34 ft. Depth 17 ft. I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressors, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STRAIGHTS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF FRANCE	Nov. 23	Dec. 1	Dec. 4	Dec. 6	Dec. 15
EMPERESS OF ASIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPERESS OF FRANCE	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF ASIA	Mar. 6	Mar. 9	Mar. 12	Mar. 14	Mar. 23
EMPERESS OF FRANCE	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Mar. 37
EMPERESS OF ASIA	Apr. 3	Apr. 6	Apr. 9	Apr. 11	Apr. 20
EMPERESS OF FRANCE	Apr. 17	Apr. 20	Apr. 23	Apr. 25	May 4
EMPERESS OF ASIA	May 1	May 4	May 7	May 9	May 18

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Sept. 25	Sept. 27	EXPRESS OF CANADA	Sept. 29
Oct. 16	Oct. 18	EXPRESS OF RUSSIA	Oct. 19

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAO."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES
2130, 2113, 2110, 2102, 2093, VIA SAN FRANCISCO.
2140, 2130, 2120, 2110, VIA SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

SHINYO MARU (Call Nagasaki) ... Tuesday, 18th Sept.
SIBERIA MARU (Call Los Angeles) ... Tuesday, 24th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

SUWA MARU ... Saturday, 22nd Sept.

FUSEIMI MARU ... Saturday, 6th Oct.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 19th Sept.

AKI MARU ... Wednesday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

NAGATO MARU ... Thursday, 27th Sept.

AWA MARU ... Thursday, 11th Oct.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 29th Sept.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KANAGAWA MARU ... Tuesday, 9th Oct.

NEW YORK AND BOSTON via PANAMA.

MAYBASHI MARU ... Monday, 24th Sept.

TOBA MARU ... Tuesday, 24th Oct.

LIVERPOOL via Port Said, Genoa & Marseilles.

LIMA MARU (Call Glasgow) ... Sunday, 21st Oct.

CAIRO via Singapore, Penang & Rangoon.

MOHIOKA MARU ... Tuesday, 18th Sept.

KANGOOK MARU ... Sunday, 24th Sept.

NAGASAKI, KOBÉ & YOKOHAMA.

AKI MARU ... Friday, 21st Sept.

SBANGHAI, KOBÉ & YOKOHAMA.

HAISUAN MARU ... Monday, 17th Sept.

HAIRATA MARU (Kobe direct) ... Monday, 17th Sept.

NAGANO MARU (Moji direct) ... Thursday, 20th Sept.

+ Cargo only. Subject to alteration without notice.

For further information, apply to
NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchange to all Dept.).

SUMMER SPECIAL EXCURSION TICKETS ON SALE. [7]

KONINKLYKE PAKTIVAARI MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 27th September, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN.

Telephone 1574. YOKO BUREAU, ORIENTAL BUILD.

Shipping News

Daily Statement, Waterfront News,
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

CARGO TOTALS SHOW A
HEAVY DECREASE.

ELEVEN BRITISH ARRIVALS.

Local imports and through cargoes for the 24 hours ending at 9 a.m. yesterday showed a big decrease from the good figures of the previous day and were about average. Sixteen arrivals and fourteen departures were shown of which eleven arrivals and seven departures were British.

Nine vessels discharged 10,968 tons of general cargo for this port, six British ships contributing 7,913 tons. The two best carriers were also British ships. The s.s. *Lyceum* from Saigon had 3,500 tons of rice and general cargo and the s.s. *Menelaus* had 2,000 tons of general merchandise from Liverpool and Singapore.

Of the nine cargo carriers for through ports eight British ships contributed 7,950 tons to the total of 14,688 tons. The only foreign vessel the s.s. *Lyons Maru* (Japanese) from Yokohama and Singapore was shown as best carrier with 6,730 tons of general cargo. The s.s. *Menelaus* (British) was again shown as second best carrier with 6,000 tons.

The arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	11	7
Japanese	2	1
Norwegian	0	2
Chinese	3	3
Dutch	0	1
German	0	1
Total	16	14

VESSELS EXPECTED.

American Mail Line.

President Grant, to-day.
President Jefferson, Sept. 17th.

Bank Line.

City of Lincoln, to-day.
City of Glasgow, September 25th.

City of Khios, October 4th.
City of Wellington, October 5th.

City of Bathurst, October 10th.
City of Mobile, October 27th.

City of Perth, Oct. 30th.
City of Mandalay, Nov. 24th.

City of Lahore, Dec. 8th.
City of Chester, Dec. 28th.

Blue Funnel Line.

Tyndareus, to-morrow.
Achilles, September 18th.

Patriot, September 18th.
Bellona, September 20th.

Phenix, September 18th.
Proteus, September 25th.

Mercurius, September 25th.
Sargenor, October 3rd.

Attyanas, October 8th.
Onia, October 15th.

Calchas, October 18th.
Talthybius, October 18th.

Agapenor, October 18th.
Antenor, October 18th.

Donnad, October 18th.
Eurylochus, October 20th.

Pyrrhus, October 24th.
Cyclops, November 6th.

Izion, November 6th.
Deucalion, November 8th.

Perseus, November 12th.
Hector, Nov. 14th.

Helenus, Nov. 17th.
Titan, November 20th.

Asphodelus, Nov. 27th.
Glenamoy, Nov. 30th.

Telemachus, Dec. 6th.
Dardanus, December 12th.

Athena, Dec. 17th.

Australian-Oriental Line.

Changte, October 10th.
Taiping, Nov. 6th.

British-India and Apear Line.

Tulamba, to-morrow.
Cambada, September 18th.

Taima, September 28th.
Takeda, Sept. 29th.

Takiva, Oct. 10th.
Tilawa, Oct. 18th.

Canadian Pacific Line.

Empress of Canada, Sept. 24th.
Dodwell & Co.

Toledo, September 24th.
Toronto, October 10th.

Dollar S.S. Line.

President Van Buren, Sept. 22nd.
East Asiatic Co., Copenhagen.

Asia, Sept. 10th.
Java, Sept. 19th.

Afrika, Sept. 28th.
Chile, Oct. 15th.

Malaya, Oct. 24th.
Siam, Dec. 2nd.

Eastern and Australian Lines

St. Albans, September 28th.
Anafura, October 8th.

Tanda, Nov. 5th.

Glen Line

Glenamoy, September 21st.
Glenara, September 27th.

Glenahil, September 28th.
Carnarvonshire, October 14th.

Glenbeg, October 28th.

Hamburg-America Line: and
Eugene Stinnes Linien.

Leverkusen, Sept. 17th.
Rhineclaud, September 10th.

Ermland, September 30th.
Burgenland, October 11th.

Ruhr, October 28th.
Sachsen, Nov. 11th.

Duisburg, Nov. 23rd.

Java-China-Japan Line

Tjikini, September 21st.
Tjikarom, September 24th.

Tjikarang, September 28th.
Tjikembung, September 30th.

Tjikmanok, October 5th.
Tjikboet, Oct. 8th.

Messageries Maritimes

Athos II, September 25th.
Sphinx, September 25th.

W. Artagnan, October 9th.
General Metzing, October 9th.

Paul Lecoq, October 23rd.
Andre Lebon, November 7th.

Chenonceau, November 21st.
Porthos, Dec. 5th.

Nippon Yusen Kaisha

Hakusan Maru, to-morrow.
Morioka Maru, Sept. 17th.

Hakata Maru, Sept. 18th.
Shinyo Maru, Sept. 18th.

Tango Maru, Sept. 18th.
Nagano Maru, Sept. 19th.

Aki Maru, Sept. 20th.
Suwa Maru, Sept. 21st.

Maybashi Maru, Sept. 23rd.
Bokyo Maru, Sept. 23rd.

Niteria Maru, Sept. 25th.
Nagato Maru, Sept. 25th.

Malacca Maru, Sept. 27th.
Tamba Maru, Sept. 28th.

Rangoon Maru, Sept. 28th.
Toyooka Maru, Sept. 30th.

Fushimi Maru, Oct. 5th.
Tokushima Maru, Oct. 7th.

Kanagawa Maru, Oct. 8th.
Taiyo Maru, Oct. 10th.

Awa Maru, Oct. 10th.
Haruna Maru, Oct. 14th.

Norddeutscher Lloyd, Bremen.

Trier, September 22nd.
Derflinger, September 23rd.

Pyrrhus, Oct. 14th.
Saarbrücken, Oct. 21st.

Platz, Nov. 7th.
Coblenz, Nov. 18th.

Asiatic Deck Passengers.

Seven vessels brought 1,263 Asiatic
deck passengers to the Colony during
the 24 hours ended at 9 a.m.
yesterday.

DAILY WATERFRONT NEWS.

TROUBLESOME BOAT
PEOPLE.

BIG BATCH OF THEM FINED.

[BY LONGSHOREMAN.]

A number of Chinese boat people appeared before Commander J. B. Newill, R.N., D.S.O., at the Marine Court yesterday morning at the instance of Captain Hardinge of the *Fook On* for boarding his vessel without permission and making fast whilst the vessel was still under-way.

Lai Hing Wah and Leung Chi Ngan who appeared on the first summons pleaded guilty and said that they went on board to take delivery of live stock. The Magistrate imposed a fine of \$10 on both defendants.

Two masters of cargo boats were mentioned in the second instance and both defendants pleaded guilty. Inspector Moss pointed out to his Worship that one of the defendants who appeared in answer to the summons was a woman whereas the accused was a man. The woman replied that she was the wife of the accused who was the master of the boat, and that she appeared because he was sick. Her appearance on his behalf was accepted, and Capt. Hardinge who gave evidence handed his Worship the *Fook On's* log book. He pointed out an entry which would show that the two boats had made fast before the vessel had stopped and that the swirl of the propeller had overturned one of the boats. The Magistrate asked if the two defendants in the previous case were members of the crew. The defendants replied that they were. They admitted that they had made fast to the vessel before the propeller had stopped.

Fines of \$10 were imposed on each of the defendants.

Moored At Causeway Bay.

For being moored in the Causeway Bay Typhoon Shelter without written permission four boat people were fined \$5 each. They stated that they took the opportunity to clean the bottoms of their boats during low tide. Questions as to the process of cleaning their boats were not satisfactorily answered while Police evidence was given to the effect that they were drawn up well inside the shelter.

M.Y. "Leverkusen."

The first of the Hamburg-America Line's 5 new motor-vessels, the m.v. *Leverkusen* is expected to arrive here from Singapore on Monday, the 17th inst. at daylight.

She is a vessel of 7,300 tons gross tonnage and has a capacity of 10,000 tons for cargo.

The sister ships *Duisburg*, *Duisburg*, *Kulmerland* and *Sauerland* will follow at intervals of a month.

"Sui Tai's" Officers Transferred.

The elimination of the s.s. *Sui Tai* from the Steamboat Company's Canton and Macao services has resulted in a number of new appointments.

Captain Matthews, master of the ill-fated vessel left for Home a little over a week ago, and Mr. de Sala formerly Chief Officer of the s.s. *Sui Tai* has been appointed Chief Officer of the s.s. *Kinshan*. Mr. Keene formerly Chief Officer of the *Kinshan* becomes second officer in view of the former's seniority in the Company's service. Mr. Lake, formerly second officer of the *Kinshan* is now second officer on the s.s. *Lung Shan*.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF KHARTOUM" ... Havre, London, Rotterdam, Hamburg & Glasgow ... 24th September

"CITY OF DELHI" ... Havre, London, Rotterdam & Hamburg ... 24th October

"CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 17th November

"CITY OF MOBILE" ... London, Rotterdam & Hamburg ... 9th December

BOSTON, NEW YORK & BALTIMORE

"CITY OF WELLINGTON" ... via Suez Canal ... 5th October

"CITY OF KHIOS" ... via Suez Canal ... 23th October

"CITY OF PERCH" ... via Suez Canal ... 30th November

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK & CUBAN PORTS

"BIROHANK" ... via Suez Canal ... 15th October

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 15th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Tlo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Natal, Lobatse Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: Central 4701.

THE BANK LINE, LTD.

P. & O., British India Apear and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BURMA, ORYON, INDIA, PERSIAN, GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, BOMBAY, SINGAPORE.

PENINSULAR AND ORIENTAL PORTS, NIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

(UNDER CONTRACT WITH H.M. GOVERNMENT.)			
Steamship	Tons.	From Hongkong (about)	Destination
"KALYAN"	9,144	16th Sept. Noon	Mars., Ldon., Antwerp & Hull.
"KASHGAR"	9,003	29th Sept.	do.
"KIRZAPORE"	8,715	13th Oct.	Straits & Bombay.
"MORA"	10,953	13th Oct.	Marseilles and London.
"KIDDERPORE"	5,334	24th Oct.	Straits and Bombay.
"KALVA"	9,135	27th Oct.	Marseilles, London and Hull.
"MACDONIA"	11,130	10th Nov.	Bombay, Marseilles and London.
"LAHORE"	5,252	17th Nov.	Mars., Ldon., A.werp, B.d.m., H.burg.
"KHYBER"	9,114	24th Nov.	Marseilles, London and Hull.
"KARMALA"	9,128	1st Dec.	Marseilles and London.
"JEYPURE"	5,315	8th Dec.	Mars., Ldon., A.werp, B.d.m., H.burg.
"MALWA"	10,948	8th Dec.	Bombay, Marseilles and London.
"KASEMIA"	3,986	18th Dec.	Marseilles and London.
"NALDERA"	10,946	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,946	5th Jan. 1929	do.
"KALYAN"	9,144	19th Jan.	" Marseilles and London.
"MORA"	10,953	2d Feb.	" Bombay, Marseilles and London.
"KASHGAR"	9,003	16th Feb.	" Marseilles & London.
"MACDONIA"	11,120	2nd Mar.	" Marseilles and London.
"KHIVA"	9,135	16th Mar.	do.
"KARMALA"	9,123	23rd Mar.	do.
"MALWA"	10,940	30th Mar.	do.
"NALDERA"	10,983	13th Apr.	" B'bay, Mars. & London.
"KASEMIA"	3,993	20th Apr.	" Marseilles and London.
"MANTUA"	10,944	27th Apr.	" Bombay, Marseilles and London.
"KHYBER"	9,114	11th May	" Marseilles and London.
"MORA"	10,953	18th May	" B'bay, Marseilles and London.
"KALYAN"	9,144	8th June	" Marseilles and London.
"RAJPUTANA"	10,933	22nd June.	" Bombay, Marseilles & Ldon.

* Cargo only.

